

APPENDIX 32B

Reproductions of Comments on the Draft EIS

Comments 03087–05890

COMMENT #: 3087
DATE: 7/14/21 12:16 PM
SOURCE: Website
NAME: Jason Ehrhart

COMMENT:

I have been driving to and from Alta and Snowbird since the early 1980s and remember the two lane road that used to be Wasatch Blvd from before I-215 was built. I remember before there was a traffic light at the mouth of Big Cottonwood Canyon.

My comments are two fold.

First a comment about driving Little Cottonwood Canyon during the winter, followed by a comment about Wasatch Blvd, which is where I have lived for most of those 40 years of driving Little Cottonwood Canyon.

While the ingress to Little Cottonwood Canyon can be a challenge from time to time, due to vehicles being permitted to drive up in snowy weather, stopping due to a lack of traction, sometimes putting chains on in the middle of the road where they got stuck. We also have a problem with people trying to cut to the front of the line waiting to get up Little Cottonwood Canyon road who are driving , at a high rate of speed, through the neighborhood known as Top of the World. The bigger issue at hand, which has not gotten enough discussion is the problem of egress.

Egress is by far the biggest issue. I have several times during my time been stuck in downhill traffic, several times for more than six or seven hours. There are several causes for this dangerous situation. In order to safely egress LCC, both the vehicle and the driver must be prepared for severe weather events. Usually, the issue is that vehicles got up the canyon before the weather started or got very bad, and stayed to enjoy the powder. Nearly every storm, this happens, a vehicle, either personal, a rental, or even buses, which are not prepared for driving down during a snowstorm. If the tires do not have enough traction, (all season and M + S tires can fall into this category), driving down is terrifying and very dangerous. A single vehicle that is not prepared, either equipment or driver, can slide off and block the roadway for all of the other traffic. This single vehicle can also be a bus which due to the driver or the equipment which cannot make the drive down the canyon safely. After the storm has dropped enough snow to make ingress dangerous, UDOT and UPD can then check vehicles for proper equipment, but usually, this is too late to have a positive effect on the vehicles already up the canyon. **(32.7C and 32.2.2M)** In my their phones. Wasatch Blvd has needed to be widened for several decades and I have been patiently waiting for the full widening for all of that time. We are nearly there and full widening, not partial widening is what this community needs. **(32.2.6.2.2A and 32.2.9Q)** The grass roots movement is ill informed and only interested in using Wasatch Blvd as a bike trail or to push their strollers along, which is a dangerous idea. While the State laws favor the bike rider and those walking, running, or strolling along this 50mph road, the law of physics dictate a 2 ton vehicle moving at 50mph will not care about Utah laws and a distracted driver, (of which there are many due to phones, pad/tablet computers, food, children, pets, and countless other things), hitting them on that road will not change the likely outcome with multiple people's and family's lives destroyed or altered forever. A separate path of bikes and pedestrians is the only way to solve this issue on Wasatch Blvd. **(32.2.6.2.2.A)** Not a restrictive 35mph speed change and fewer lanes. With all of the new families coming to the newly developed homes and condos in Cottonwood Heights, the traffic problems of Wasatch Blvd will only gets worse and widening of Wasatch Blvd, and a Gondola to take people waiting for avalanche mitigation efforts to finish will do the right thing and reduce traffic on Wasatch Blvd and Little Cottonwood Canyon road. It will probably also stop the folks who drive 40mph through our 25 mph neighborhood roads to try to get to the front of the line waiting to get up the canyon. **(32.7B)**

COMMENT #: 3088
DATE: 7/15/21 8:47 AM
SOURCE: Website
NAME: James Jensen

COMMENT:

Both proposed solutions of the Gondola and Expanded Bus lanes fall short in addressing key issues as well as ONLY catering to the ski resorts. **(32.2.7A and 32.7C)** The canyons get used year round for all kinds of activities. Congestion usually occurs on "powder days" when significant traffic from skiers as well as poor road conditions come together. **(32.1.4D)** The proposed solution only provides better options for skiers going to a ski resort. **(32.2.4A and 32.2.7A)** It does not provide any better alternatives for those snowshoeing, back country skiing, climbing, etc. If a visitor's beginning or final destination is not the gondola mobility hub, Snowbird, or Alta then it provides no benefit. **(32.7C)**

I live in Granite and on peak snow days, traffic makes ingress and egress from our community a problem. **(32.7B)** I fail to see how putting a large gondola mobility hub in a pristine residential neighborhood at the mouth of little cottonwood canyon will impact the situation for good. **(32.2.6.5E)** If the canyon is temporarily closed for avalanche control now I have a hard time getting in and out of my neighborhood. **(32.7B)** If the Gondola mobility hub is created and the canyon is closed for avalanche control, everyone will still have trouble driving to and accessing the mobility hub. I do not see any solutions for a driver coming from south Wasatch Blvd, crossing 9400 S. to try and reach the mobility hub. It will only move congestion from IN the canyon to the community at the mouth OF the canyon. **(32.2.6.3E)**. Additionally, the gondola option is not scalable. It can't be expanded or reduced to meet demand. **(32.2.6.5B)** This is an expensive option for only addressing peak snow day problems and does not address the needs of summer visitors, hikers, climbers, or other activities that are not located at Snowbird or Alta. Currently some canyon biking trails reduce congestion by making trails biking or hiking only on odd or even numbered days. I would prefer to see a joint UDOT and business option proposed. Such as, season pass holders at the resort are only good for even or odd weeks. Preselling resort parking passes and requiring anyone that wants to ski without a parking pass to ride public transport. Or eliminating the IKON pass and other multi resort passes that bring in out of state skiers. **(32.2.2K and 32.2.4A)** We currently charge out of state tuition for our state funded schools. Why don't we charge out of state ski rates to offset the UDOT proposed spending to provide access to the resorts. Options like that will reduce the peak rush to hit the canyons on ""powder days"". I also fail to see any mention of what the canyon capacity is in terms of visitors. We can't just put more and more people in the canyon without a negative impact. **(32.20B)** Perhaps we need a permitting system like we have for running rivers, camping, or hiking certain areas. **(32.2.2K)** Our only artificial canyon visitor limits are related to existing parking stalls. How many more visitors can the canyon support or should it support. I would like to see that information before we propose how to get more people in the canyon. **(32.1.2B)**

Increasing the road lanes or building a gondola will negatively impact the residents that live in the area. Granite has a very high quality of life now. **(32.7B)** Bringing in large mobility hubs will change the nature of the community, what brings people here. and impact residential property values. **(32.4L)** The community of Granite does not have any restaurants, business/office buildings, and has a very rural feel. Building a large industrial mobility hub would change that aspect forever and permanently punish the local residents in favor of resort skiers from in and out of state. **(32.4M)** Finally, I think expanding busing options (not new lanes) is by far the most flexible and scalable option with using park and ride lots not near the mouth of the canyon where we see most of the congestion. **(32.2.9A)**

COMMENT #: 3089
DATE: 6/4/21 12:00 PM
SOURCE: Mailed
NAME: MJ Cirillo

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I want the Gondola

Full Name: MJ Cirillo *

Date: 6-4-2021 *

*UDOT requires full name and date

COMMENT #: 3090
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Cheryl Soshnik

COMMENT: (32.2.9D and 32.2.6.5N)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More people can use over a bus

Full Name: Cheryl Soshnik *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3091
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Rick Seven

COMMENT: (32.2.9D and 32.9B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for bicyclists

Full Name: Rick Seven *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3092
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Elena Sheer

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

USS road kill

Full Name: Elena Sheer *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3093
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Eric Sheer

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for animals

Full Name: Eric Sheer *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3094
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Christine Palmer

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Opportunity for cheap travel

Full Name: Christine Palmer*

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3095
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Anna Scmitz

COMMENT: (32.2.9D, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better for environment

Full Name: Anna Scmitz *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3096
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Jeanette Ricci

COMMENT: (32.2.9D, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better for environment

Full Name: Jeanette Ricci *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3097
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Melissa Robison

COMMENT: (32.2.9D and 32.4C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better than constant road
construction

Full Name: Melissa Robison *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3098
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Ben Robison

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Doesn't Kill animals

Full Name: Ben Robison *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3099
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Matt Goebel

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less pollution in air

Full Name: Matt Goebel *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3100
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Sylvia Goff

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Year round access to canyon!

Full Name: Sylvia Goff *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3101
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Oscar Gonzales

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

a gondola opens up transportation
to all

Full Name: Oscar Gonzalez *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3102
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Amanda Romauldo

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Better than bus system

Full Name: Amanda Romauldo

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3103
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Anne Polinsky

COMMENT: (32.2.9D and 32.12A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects the watershed

Full Name: Anne Polinsky *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3104
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Kathy Pope

COMMENT: (32.2.9D, 32.12A, and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less contribution to pollution

Full Name: Kathy Pope *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3105
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Darcy Renna

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Easier canyon access

Full Name: Darcy Renna *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3106
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Nancy Pitstick

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is accessible year round

Full Name: Nancy Pitstick *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 3107
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Katrina Authement

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Gondola is a must have!

Full Name: Katrina Authement*

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3108
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Amy Bach

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Gondola would save my family
so much money

Full Name: Amy Bach *

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3109
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Judy Bernstein

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Gondola is a smart choice

Full Name: Judy Bernstein *

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3110
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Scott Cook

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The idea of a Gondola
will make Powder days so
much easier

Full Name: Scott Cook *

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3111
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Val Layton

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This can be used year round

Full Name: Val Layton *

Date: 6/2/21 *

*UDOT requires full name and date

COMMENT #: 3112
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Carrie Froyd

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Gondola saves gas & traffic

Full Name: Carrie Froyd *

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3113
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Gary Allen

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

A gondola is a must have!

Full Name: GARY Allen *

Date: 6/29/2021 *

*UDOT requires full name and date

COMMENT #: 3114
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Cam Arave

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Gondola is better for our city

Full Name: Cam Arave *

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3115
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Maureen Bradley

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is better for Utah

Full Name: Maureen Bradley *

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3116
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Quinn Allen Munger

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I like the gondola

Full Name: Quinn allen Munger*

Date: 6/29/21 *

*UDOT requires full name and date

COMMENT #: 3117
DATE: 6/29/21 12:00 PM
SOURCE: Mailed
NAME: Aubrey May

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is so smart! Way safer and less
congestion!!

Full Name: Aubrey May *

Date: 6/29/21 *

requires full name and date

COMMENT #: 3118
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Bill Connell

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Keep the gondola - the traffic
Kills local animals.

Full Name: Bill Connell *

Date: 6-30-21 *

*UDOT requires full name and date

COMMENT #: 3119
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Barbara Connell

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please move forward on the
gondola!

Full Name: Barbara Connell *

Date: 6-30-21 *

*UDOT requires full name and date

COMMENT #: 3120
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Vaspin Childs

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Less traffic with the gondola

Full Name: Vaspin Childs *

Date: 6-30-21 *

*UDOT requires full name and date

COMMENT #: 3121
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Melissa Christensen

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less traffic- build it!

Full Name: *Melissa Christensen* *

Date: *6-30-21* *

*UDOT requires full name and date

COMMENT #: 3122
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Lynette Carpenter

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola saves gas & traffic

Full Name: Lynette Carpenter*

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3123
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Ralph Carpenter

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Save the planet build a gondola

Full Name: Ralph Carpenter *

Date: 6-30-21 *

*UDOT requires full name and date

COMMENT #: 3124
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Amanda Carroll

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Build the gondola - save me gas!

Full Name: *Amanda Carroll*

Date: *6-30-21*

*UDOT requires full name and date

COMMENT #: 3125
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Scott Childs

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Build a gondola - we'd love
it so much more than more
roads up there

Full Name: Scott Childs *

Date: 6-30-21 *

*UDOT requires full name and date

COMMENT #: 3126
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Jessi Buss

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is worth the money

Full Name: Jessi Buss *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3127
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Jill Buss

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is better use of funds

Full Name: Jill Buss *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3128
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Andrea Butler

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Build the Gondola!

Full Name: Andrea Butler *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3129
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Donna Buys

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is better all year long

Full Name: Donna Buys *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3130
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Christina Brandt

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please build the gondola

Full Name: Christina Brandt *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3131
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Thea Brannon

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I support the gondola

Full Name: Thea Brannon *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3132
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Liz Brewster

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola over-buses

Full Name: Liz Brewster *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3133
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Chip Browne

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Please build the gondola

Full Name: Chip Browne *

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3134
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Austin Bugni

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I see the gondola as better for
our city.

Full Name: Austin Bugni *

Date: 6-30-21 *

*UDOT requires full name and date

COMMENT #: 3135
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Yolanda Bunderson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is better for our city

Full Name: Yolanda Bunderson

Date: 6/30/21 *

*UDOT requires full name and date

COMMENT #: 3136
DATE: 6/30/21 12:00 PM
SOURCE: Mailed
NAME: Ralpa Melo

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola is great!

Full Name: Ralpa Melo *

Date: 06/30/21 *

*UDOT requires full name and date

COMMENT #: 3137
DATE: 7/1/21 12:00 PM
SOURCE: Mailed
NAME: Mike Armstrong

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is better investment of
our money

Full Name: Mike Armstrong *

Date: 7/1/2021 *

*UDOT requires full name and date

COMMENT #: 3138
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: David Cook

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better for emissions!

Full Name: David Cook *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3139
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Heidi Cook

COMMENT: (32.2.9D and 32.2.6.5Z)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please let it stop the
avalanches!

Full Name: Heidi Cook *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3140
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Maggie Cortsen

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is safer for my
family

Full Name: Maggie Cortsen *

Date: 7-21-21 *

*UDOT requires full name and date

COMMENT #: 3141
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Norman Shepherd

COMMENT: (32.2.9D, 32.10A, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better for environment

Full Name: Morgan Shepherd *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3142
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Ryan Caggiano

COMMENT: (32.2.9D and 32.2.6.5I)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Make it available for MTB's in the summer too. Encourage the Forest Service / Alta / Snowbird to develop MTB trails down the canyon

Full Name: Ryan Caggiano *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3143
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sandie Crook

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Safer option for sure!

Full Name: Sandie Crook *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3144
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Robert Curtis

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is accessibility friendly!

Full Name: Robert Curtis *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3145
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Caprene Curtis

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

La Caille station is so nice
for me.

Full Name: Caprene Curtis *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3146
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sam NJ

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I want the gondola

Full Name: Sam NJ *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3147
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Donna Smith

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for animals

Full Name: Donna Smith *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3148
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Ron Smith

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for animals

Full Name: Ron Smith *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3150
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jesse Foster

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better ride!

Full Name: Jesse Foster *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3151
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Arlen Hale

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Loss gas money

Full Name: Arlen Hale *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3152
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Rachel Harned

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Used yearround

Full Name: Rachel Harned *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3153
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jason Hedquist

COMMENT: (32.2.9D and 32.2.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less construction

Full Name: Jason Hedquist *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3154
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Rebekah Hopper

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects animals

Full Name: Rebekah Hopper *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3155
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Liz LeFevre

COMMENT: (32.2.9D and 32.2.6.5H)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Can access even during an
avalanche

Full Name: Liz LeFevre *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3156
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Kathy Holmes

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects animals

Full Name: Kathy Holmes *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3157
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Patrice Gallagher

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Use d year round

Full Name: Patric Gallagler *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3158
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Denise Konrad

COMMENT: (32.2.9D and 32.12A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects watershed

Full Name: Denise Konrad *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3159
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Paul Kriekerd

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

kill less animals

Full Name: Paul Kriekerd *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3160
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Nancy Laursen

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Cuts down traffic

Full Name: Nancy Laursen *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3161
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jeanine Seibert

COMMENT: (32.2.9D and 32.9B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for bicycler

Full Name: Jeanine Seibert *

Date: _____ *

*UDOT requires full name and date

COMMENT #: 3162
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Michelle Floyd

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better use of state money

Full Name: Michelle Floyd *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3164
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jessica Foley

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

 This saves animals

Full Name: Jessica Foley *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3165
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Strike Fongcallaz

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Cheaper travel!

Full Name: Strike Fongcallaz *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3166
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Leann Hedquist

COMMENT: (32.2.9D and 32.2.7A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better use of taxes

Full Name: Leann Hedquist *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3167
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Kathy Hills

COMMENT: (32.2.9D and 32.12A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects watershed

Full Name: Kathy Hills *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3168
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Richard Daems

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better use of money!

Full Name: Richard Daems *

Date: 7-21-21 *

*UDOT requires full name and date

COMMENT #: 3169
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Gary Dalton

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better way to deal with
traffic

Full Name: Gary Dalton *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3170
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Renate Dalton

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better way to handle traffic

Full Name: Renate Dalton *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3171
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Barbara Damon

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is safer for animals.

Full Name: Barbara Damon *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3172
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sam Adans

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I think it would be great too
have it ~~gondola~~ lesson the
traffik and make for a better
experience

Full Name: Sam Adans *

Date: 7/02/2021 *

*UDOT requires full name and date

COMMENT #: 3173
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jeff Bolan

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*I would love to see a
gondola go into Little Cotton
wood Canyon. They really
could use the space to get
all the people up there.*

Full Name: Jeff Bolan *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3174
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Leslie Davis

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is the way to go!

Full Name: Leslie Davis *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3175
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jennifer Dearing

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

This is ADA friendly

Full Name: Jennifer Dearing

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3176
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sharon Dorsey

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This opens canyon to disabilities

Full Name: Sharon Dorsey *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3177
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Tim Jenks

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I want the gondola!

Full Name: Tim Jenks *

Date: 7/2/21 *

UDOT requires full name and date

COMMENT #: 3178
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Kristi Johnson

COMMENT: (32.2.9D and 32.12A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects Watershed

Full Name: Kristi Johnson *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3179
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Karen Jurgens

COMMENT: (32.2.9D and 32.12A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects Watershed

Full Name: Karen Jurgens *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3180
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Elaine Kasteler

COMMENT:(32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less footprint

Full Name: Elaine Kasteler *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3181
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sheely Edwards

COMMENT: (32.2.9D and 32.2.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is cheaper to build

Full Name: Sheely Edwards *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3182
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Andrea Erekson

COMMENT: (32.2.9D and 32.2.7c)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

 This relies on less taxes

Full Name: Andrea Erekson *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3183
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Chad Erekson

COMMENT: (32.2.9D and 32.2.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This relays less on taxes

Full Name: Chad Erekson *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3184
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Caroline Esperanza

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

We have homes up here and
would LOVE less traffic

Full Name: Caroline Esperanza

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3185
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sarah Shipp

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More inclusive

Full Name: Sarah Shipp *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3186
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Skye Sieber

COMMENT: (32.2.9D and 32.5A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More inclusive for community

Full Name: Skye Sieber *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3187
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Lisa Silbaugh

COMMENT: (32.2.9D and 32.5A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More inclusive for community

Full Name: Lisa Silbaugh *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3188
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jenny Evans

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Cheaper travel for my
family.

Full Name: Jenny Evans *

Date: 7-2-21 *

*UDOT requires full name and date

COMMENT #: 3189
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: David Gordon

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

No emissions

Full Name: David Gordon *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3190
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Julie Howland

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better use of money

Full Name: Julie Howland *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3191
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Alex Hurst

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

La Caille Parking awesome!

Full Name: Alex Hurst *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3192
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Mary Jane

COMMENT: (32.2.9E)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

*I dont support the gondola its
not good for our land.*

Full Name: *Mary Jane* *

Date: *07/02/21* *

*UDOT requires full name and date

COMMENT #: 3193
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Steve Jee

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Widening the road is way too huge of an
undertaking. Lets do gondola!

Full Name: STEVE JEE *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3194
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Liz Ryder

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less emissions

Full Name: Liz Ryder *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3195
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Karen Schceible

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less emissions

Full Name: Karen Schceible *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3196
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Susan Plomin

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Opens the canyon to disabled

Full Name: Susan Plomin*

Date: 7/2/21*

*UDOT requires full name and date

COMMENT #: 3197
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Shelley Middleton

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Saving animals from traffic

Full Name: Shelley Middleton*

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3198
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Jay Park

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More busses and cars is not the
way to go. Gondola!

Full Name: Jay Park *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3199
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Erica Paul

COMMENT: (32.2.9D and 32.6B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

brings in lots of money to
city

Full Name: Erica Paul *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3200
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Luke Petit

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

ski resort can offer passes.

Full Name: Luke Petit *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 3201
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Matt Snyder

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Can be used all year

Full Name: Matt Snyder *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3202
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Rachel Cromar

COMMENT: (32.2.9D and 32.6E)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

job opportunities

Full Name: Rachel Cromar*

Date: 7/3/21*

*UDOT requires full name and date

COMMENT #: 3203
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Nick Cromar

COMMENT: (32.2.9D and 32.6E)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

open more jobs to people

Full Name: Nick Cromar *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3204
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Mary Grae McMurray

COMMENT: (32.2.9D and 32.2.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Lasts longer than road
construction

Full Name: Mary Grae McMurray

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3205
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Christy Neel

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less traffic up the canyon

Full Name: Christy Neel *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3206
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Cathy Paiz

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better than widening the road

Full Name: Cathy Paiz *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3207
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Lyndsie Snyder

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Easier to ride

Full Name: Lyndsie Snyder*

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3208
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Joyce Forsgren

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

resorts could offer frasses!

Full Name: Joyce Forsgren *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3209
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Zach Forsgren

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

resorts can pay for the
rides

Full Name: Zach Forsgren *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3210
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Ariel Hortin

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for animals

Full Name: Ariel Hortin *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3211
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Brian Hortin

COMMENT: (32.2.9D and 32.2.6.5J)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Want more parking at
La Caille

Full Name: Brian Hortin *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3212
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Chris Layton

COMMENT: (32.2.9D and 3.2.6.5H)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

No more road closers

Full Name: Chris Layton *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3213
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Brennan Mahoney

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is available all year

Full Name: Brennan Mahoney*

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3214
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Heather Malko

COMMENT: (32.2.9D and 32.9B)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer for bicycles and runners
up the canyon

Full Name: Heather Malko *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3215
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Michelle Fournier

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better for wildlife and plants.

Full Name: Michelle Fournier *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3216
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Judy Fullerton

COMMENT: (32.2.9D, 32.10A, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Protects the environment

Full Name: Judy Fullerton *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3217
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: David Lach

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Additional parking for gondola
or carpool - yes!

Full Name: David Lach *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3218
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Anne Robison

COMMENT: (32.2.9D and 32.2.7A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

operating expenses would be less

Full Name: Anne Robison *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3219
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Becca Gardner

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better than packed buses

Full Name: Becca Gardner *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3220
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Ben Gardner

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Safer to ride

Full Name: Ben Gardner *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3221
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Vicki Gilchrist

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Usable all year

Full Name: Vicki Gilchrist *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3222
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Ed Goebel

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

This is a safer transportation

Full Name: Ed Goebel *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3223
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Pam Miller

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less cars on the road

Full Name: Pam Miller *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3224
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Gary Moore

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

SLC needs less cars on road

Full Name: Gary Moore *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3225
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Liz Moore

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Youth can travel w/out needing
to drive

Full Name: Liz Moore *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3226
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Jeannette Singleton

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

opens the canyon to disabled

Full Name: Jeannette Singleton

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3227
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Mike Singleton

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less destruction to land and
animals

Full Name: Mike Singleton *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3228
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: John Huck

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

I love this. Please
build!

Full Name: John Huck *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3229
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Janet Margulies

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Safer mode of transportation

Full Name: Janet Margulies *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3230
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Lindsay Marx

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Smaller environmental footprint

Full Name: Lindsay Marx *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3231
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Katherine Rupert

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better than road construction

Full Name: Katherine Rupert *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3232
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Josh Proctor

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

less pollution

Full Name: Josh Proctor *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3233
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: James Middleton

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

LaCaille parking is great
center

Full Name: James Middleton *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3234
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Kylie Peet

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Love a LaCaille Station

Full Name: Kylie Peet *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 3235
DATE: 7/4/21 12:00 PM
SOURCE: Mailed
NAME: Joseph Smith

COMMENT: (32.2.9E and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

It going to be ugly and
intrusive.

Full Name: Joseph SMITH *

Date: 7/04/21 *

*UDOT requires full name and date

COMMENT #: 3236
DATE: 7/4/21 12:00 PM
SOURCE: Mailed
NAME: Greg Hefley

COMMENT: (32.2.9E)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

Not A Good Idea. Stupid
IF I'd say

Full Name: Greg Hefley *

Date: 7/04/21 *

*UDOT requires full name and date

COMMENT #: 3237
DATE: 7/4/21 12:00 PM
SOURCE: Mailed
NAME: Sam Sampinos

COMMENT: (32.2.9E, 32.13A, 32.17A, 32.2.2K, and 32.2.7A)

Little Cottonwood Canyon EIS Public Comment

~~UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.~~

Its a horrible Plan, destructive
to the canyon and a drain on
public tax dollars for privat company
gain. The only long term viable option
is to force the resorts to limit ticket
sales to reduce
traffic

Full Name: Sam Sampinos *

Date: 7-4-21 *

*UDOT requires full name and date

COMMENT #: 3238
DATE: 7/5/21 12:00 PM
SOURCE: Mailed
NAME: Brandon Spadafora

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

please do not destroy the canyon! We
don't need more buses! I want the
gondola

Full Name: Brandon Spadafora *

Date: 7/5/21 *

*UDOT requires full name and date

COMMENT #: 3239
DATE: 7/5/21 12:00 PM
SOURCE: Mailed
NAME: Carol Laurich

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Don't destroy the canyon by adding
more buses! The gondola is better
for our air. Please pick the gondola,
it is the right choice. CL.

Full Name: Carol Laurich *

Date: 7/5/21 *

*UDOT requires full name and date

COMMENT #: 3240
DATE: 7/7/21 12:00 PM
SOURCE: Mailed
NAME: Martha Spadafora

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Please select gondola!

Full Name: Martha Spadafora *

Date: 7/7/21 *

*UDOT requires full name and date

COMMENT #: 3241
DATE: 7/7/21 12:00 PM
SOURCE: Mailed
NAME: Anthony Spadafora

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I visit Utah often and the traffic in the canyon is bad! The gondola would make my visits more enjoyable!

Full Name: Anthony Spadafora *

Date: 7/7/21 *

*UDOT requires full name and date

COMMENT #: 3242
DATE: 7/7/21 12:00 PM
SOURCE: Mailed
NAME: Joanne Smith

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

This is easy UDOT! Pick gondola
So that the Canyon stays GREAT!!

Full Name: Joanne Smith *

Date: 7.7.21 *

*UDOT requires full name and date

COMMENT #: 3243
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Chloe Bergeson

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola solves the traffic
w/o ripping up the road.

Full Name: Chloe Bergeson *

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 3244
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Hannah Sharp

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support the gondola

Full Name: Hannah Sharp *

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 3245
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Amy B. Nelson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I support the Gondola

Full Name: Amy B. Nelson

Date: July 8, 2021

*UDOT requires full name and date

COMMENT #: 3246
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Sydney Hartman

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

THE GONDOLA WOULD BE A GREAT ADDITION
TO THE CANYONS!

Full Name: SYDNEY HARTMAN *

Date: 7.8.21 *

*UDOT requires full name and date

COMMENT #: 3247
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Jennifer Howard

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The best long term
option

Full Name: Jennifer Howard

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 3248
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Jordan Hilton

COMMENT: (32.2.9D, 32.10A, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Gondola is better for the
environment!

Full Name: Jordan Hilton

Date: 7/8/2021 *

*UDOT requires full name and date

COMMENT #: 3249
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Marilyn G Hollingworth

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I AM IN TOTAL AGREEMENT
WITH THE GONDOLA SOLUTION.

Full Name: MARILYN G. HOLLINGWORTH

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 3250
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Breann Hilton

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

the gondola solves the
traffic ~~to~~ problem without
ripping up the road.

Full Name: Breann Hilton *

Date: 07/09/2021 *

*UDOT requires full name and date

COMMENT #: 3251
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Nate Burri

COMMENT: (32.2.9D and 32.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would be a
great addition to help
w/ the traffic of the
canyon.

Full Name: Nate Burri *

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 3252
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Lace Martin

COMMENT: (32.2.9D, 32.10A, 32.12A, 32.13A, and 32.17A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola could cut down on the emissions and make the environment better for wild life.

Full Name: Lace Martin *

Date: July 8, 2021 *

*UDOT requires full name and date

COMMENT #: 3253
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: David Martinez

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I want gondola please

Full Name: *DM* * *David Martinez*

Date: *7/8/21* *

*UDOT requires full name and date

COMMENT #: 3254
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Katie Mcroberts

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,

I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

I am always skiing and I usually
take the bus but it would be
so nice to have a gondola
in the canyon.

Full Name: Katie mcroberts*

Date: 7.8.21. *

*UDOT requires full name and date

COMMENT #: 3255
DATE: 7/9/21 4:23 PM
SOURCE: Email
NAME: John Knoblock

COMMENT:

Hi Bri, Josh, and others-

Thanks for all of your hard work on the LCC EIS. I'm sure you'll have a pile more of work going through all the meetings, comments, and questions.

I generally agree with your analysis of how to best improve mobility and reliability. Yes, it would be nice if one solution was the top choice for both of those criteria, but you correctly identified that those have different solutions. At the end of the day, I think that the smooth, quiet, and scenic gondola ride is worth the extra 15 minutes of travel time. Lots of time to organize gear, read, check email, or send text messages! **(32.2.9D)**

Here are my questions and comments-

1) Exactly how do buses "operate around slide offs/crashes" on the road?

These problems often result in blocked travel lanes and require traffic to be held while emergency vehicles and/or tow trucks are clearing the accident. The bus-only lane often may not solve the delay problems of slide offs and crashes. **(32.2.6.3P)**

2) Why does the gondola alternative require two snowsheds to be a viable alternative?

Can the gondola alternative be a viable option without including the snowsheds?

The canyon road has gone this long without snowsheds. With the addition of the gondola, mobility will be so improved that temporary road and gondola stoppages to do road avalanche control work should not be a serious problem. Without the snowsheds, the gondola is clearly the lowest cost option. If at some time in the future you find that snowsheds are needed and justified in their own right, that project should be done at that time. **(32.2.6.5Z)**

3) What is the maximum number of 'seated passengers' per hour with the maximum expected "scalability" of the enhanced bus service?

What is the maximum number of 'total passengers' per hour with the maximum expected "scalability" of the enhanced bus service? **(32.2.6.3N)**

The feasibility of implementing a transit solution is highly dependent on the customer experience and comfort. Standing in ski gear holding skis on a crowded bus on a curvy mountain road is not pleasant or feasible for many potential users. This reality will "prevent buses from ever being highly successful. Therefore clearly showing the bus capacity for 'seated only passengers' is a very important number to include in the analysis.

Also, it is very important to show the peak future maximum capacity (both seated and total) of both the enhanced bus and gondola options. Some bus proponents claim that the bus peak capacity could also be increased to match the 4,000 people per hour gondola peak capacity.

4) What is the enhanced bus 'summer' operating cost that would give comparable capacity to the stated gondola summer operating cost? **(32.2.6.3C)**

We need an apples-to-apples comparison, so if you list the summer operating cost for the gondola, that should also be specified for the summer bus operation. Summer canyon transit operation is important. **(32.1.2C)**

5) Please show pictures of what the gondola infrastructure would look like from various perspectives?

Save Our canyons has put together a GIS model showing what the gondola option would look like, using excessively large brightly colored blocks for the towers. This obviously misrepresents what actual towers and cable would look like. UDOT should have a similar more realistic GIS model so that people can visualize what the gondola system would really look like since that is the most important criteria for many people. **(32.17A)**

6) Will the tower spacing of the gondola design limit future expansion to the 4,000 people per hour 3S gondola system maximum capacity?

What will be the physically possible maximum capacity of people per hour for the gondola as designed if the full capacity number of gondola cars is put on the line?

The baseline 1050 people per hour capacity to relieve congestion and meet the mobility criteria should not limit the equipment design so that the system's full gondola line capacity of 4,000 people per hour can not be achieved in the future. **(32.2.6.5N)**

7) What is the data of how many LCC visitors arrive at Snowbird or Alta (for any and all reasons including hiking, backcountry skiing, Oktoberfest, etc.), versus other destinations?

Gondola opponents say that less than half of the canyon's visitors are ski area guests. While that may possibly be true (which I doubt), UDOT should provide data (for both summer and winter) showing how many and what percentage of people could utilize the Alta and Snowbird gondola stations, regardless if they are resort guests or are going to backcountry ski or hike. A hybrid solution could possibly be worked out with Snowbird so that White Pine area users can have local shuttle access to and from the Snowbird station. **(32.1.2D)**

8) What would the estimated price to ride the gondola be for non-resort guests?

Gondola opponents claim that the gondola ride would cost \$35 per person making it cost-prohibitive for non-ski resort users. **(32.2.4A)**

9) Expansion of Wasatch Blvd to allow buses to bypass slow or stopped traffic should be fast-tracked so that the current bus system can work as well as possible as soon as possible. **(32.29R)**

10) We have waited long enough. The comment period is certainly sufficient for all who care to submit comments. A proposed extended comment period is only a ruse and delay tactic. **(32.29A)**

Thanks again!

COMMENT #: 3256
DATE: 7/9/21 4:25 PM
SOURCE: Email
NAME: Kendall Jacoby

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Kendall Jacoby
Slc, UT

COMMENT #: 3257
DATE: 7/9/21 4:45 PM
SOURCE: Email
NAME: Claire Esplin

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Claire Esplin
Cottonwood Heights, UT

COMMENT #: 3258
DATE: 7/9/21 4:49 PM
SOURCE: Email
NAME: Samuel Wiesenberg

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Samuel Wiesenberg
Salt Lake City, UT

COMMENT #: 3259
DATE: 7/9/21 5:37 PM
SOURCE: Email
NAME: Kate Christensen

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3260
DATE: 7/9/21 5:38 PM
SOURCE: Email
NAME: Evan Hirn

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Evan Hirn
Salt Lake City, UT

COMMENT #: 3261
DATE: 7/9/21 6:02 PM
SOURCE: Email
NAME: Corynn Treadwell

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3262
DATE: 7/9/21 6:11 PM
SOURCE: Email
NAME: Carlos Alarco

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Carlos Alarco
1595 s 400 e
Orem, UT 84058"

COMMENT #: 3263
DATE: 7/9/21 6:44 PM
SOURCE: Email
NAME: Edward Gallagher

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Edward Gallagher
Salt lake city, UT

COMMENT #: 3264
DATE: 7/9/21 7:07 PM
SOURCE: Email
NAME: Evan Twidwell

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3265
DATE: 7/9/21 7:36 PM
SOURCE: Email
NAME: Lucy Cheung

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Lucy Cheung
Salt Lake City, UT

COMMENT #: 3266
DATE: 7/9/21 8:35 PM
SOURCE: Email
NAME: Chey Rawhoof

COMMENT:

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood

Canyon Draft Environmental Impact Study (DEIS):

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

COMMENT #: 3267
DATE: 7/9/21 8:37 PM
SOURCE: Email
NAME: Amy Murakami

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Amy Murakami
Murray, UT

COMMENT #: 3268
DATE: 7/9/21 8:38 PM
SOURCE: Email
NAME: Sophia Bartlit

COMMENT:

Dear Utah Department of Transportation,

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

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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Sophia bartlit
Cottonwood Hts., UT

COMMENT #: 3269
DATE: 7/9/21 8:50 PM
SOURCE: Email
NAME: Skyler Cozzens

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
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Sincerely,
Skyler Cozzens
Cottonwood heights, UT

COMMENT #: 3270
DATE: 7/9/21 9:08 PM
SOURCE: Email
NAME: Helena Verhaaren

COMMENT:

NO GONDOLA! Do a bus lane but don't destroy the classic bouldering on the side of the road.
(32.2.9E, 32.2.9A, 32.4A, and 32.4B)

Sincerely,
Helena Verhaaren
Orem, UT

COMMENT #: 3271
DATE: 7/9/21 9:31 PM
SOURCE: Email
NAME: Jane Yee

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Jane Yee
Salt lake city, UT

COMMENT #: 3272
DATE: 7/9/21 10:18 PM
SOURCE: Email
NAME: Abigail Diederich

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3273
DATE: 7/9/21 10:21 PM
SOURCE: Email
NAME: Will Loach

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Will Loach
South Jordan, UT

COMMENT #: 3274
DATE: 7/9/21 10:57 PM
SOURCE: Email
NAME: Richard Thompson

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3275
DATE: 7/9/21 11:08 PM
SOURCE: Email
NAME: Alexis Warnick

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3276
DATE: 7/9/21 11:21 PM
SOURCE: Email
NAME: Courtney Arnold

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3277
DATE: 7/9/21 11:25 PM
SOURCE: Email
NAME: Whitney Larsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Whitney Larsen
Salt Lake City, UT

COMMENT #: 3278
DATE: 7/10/21 12:34 AM
SOURCE: Email
NAME: Keely Carolan

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Keely Carolan
Salt Lake City, UT

COMMENT #: 3279
DATE: 7/10/21 12:45 AM
SOURCE: Email
NAME: Josh Strong

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 11). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

DONT WASTE MY TAX DOLLARS ON SOMETHING THAT WONT ACHIEVE A REAL SOLUTION AND WILL DESTROY AMAZING NATURAL WONDERS AND HABITATS (32.2.7A)

Sincerely,
Josh Strong
Salt Lake City, UT

COMMENT #: 3280
DATE: 7/10/21 12:54 AM
SOURCE: Email
NAME: Mitchell Greenhalgh

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Mitchell Greenhalgh
Provo, UT

COMMENT #: 3281
DATE: 7/10/21 1:40 AM
SOURCE: Email
NAME: Alisha Mitchell

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Alisha Mitchell
Salt Lake City, UT

COMMENT #: 3282
DATE: 7/10/21 1:47 AM
SOURCE: Email
NAME: Emily Walenza

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Emily Walenza
Cornelius, OR

COMMENT #: 3283
DATE: 7/10/21 5:31 AM
SOURCE: Email
NAME: Olivia Juarez

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Olivia Juarez
Salt Lake City, UT

COMMENT #: 3284
DATE: 7/10/21 6:50 AM
SOURCE: Email
NAME: Megan Thompson

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3285
DATE: 7/10/21 7:03 AM
SOURCE: Email
NAME: Megan Staten

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Megan Staten
American Fork, UT

COMMENT #: 3286
DATE: 7/10/21 8:02 AM
SOURCE: Email
NAME: Maile Hardisty

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3287
DATE: 7/10/21 8:21 AM
SOURCE: Email
NAME: Makayla Harris

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Makayla Harris
Salt Lake City, UT

COMMENT #: 3288
DATE: 7/10/21 8:58 AM
SOURCE: Email
NAME: Chelsea Buckley

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Chelsea Buckley
Salt Lake City, UT

COMMENT #: 3289
DATE: 7/10/21 9:45 AM
SOURCE: Email
NAME: Jeremy Bini

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Jeremy Bini
Los Angeles, CA

COMMENT #: 3290
DATE: 7/10/21 9:55 AM
SOURCE: Email
NAME: Branfon Collett

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Branfon Collett
Slc, UT

COMMENT #: 3291
DATE: 7/10/21 9:58 AM
SOURCE: Email
NAME: Sam Cosgrove

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Sam Cosgrove

COMMENT #: 3292
DATE: 7/10/21 10:57 AM
SOURCE: Email
NAME: Forrest Wells

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Forrest Wells
Salt Lake City, UT

COMMENT #: 3293
DATE: 7/10/21 11:30 AM
SOURCE: Email
NAME: Deedee Fedorchak

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,
Appreciate your efforts to address the fact that we are now a major metropolitan area, with the associated traffic congestion,

1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark---would UDOT consider a dual proposal of a people-moving gondola to get people thru the canyon to Alta quickly, along with electric buses. In the Maroon Bells, minimal personal vehicles are allowed **(32.1.2B, 32.2.2BB, 32.2.2W, and 32.2.6.3F)**

2). Is the "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**

3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
Which is why I think the gondola is a very good idea, but an electric bus system the dual partner, **(32.2.2W)**

4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. How can we humans minimally do so? **(32.13B)** Getting most private vehicles out of the canyons is a great start – **(32.2.4A)**

5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from these canyons, other than for those who have residences. **(32.7C and 32.2.4A)**

Thank you for your consideration of the community.

Sincerely,
Deedee Fedorchak
Salt Lake City, UT

COMMENT #: 3294
DATE: 7/10/21 11:39 AM
SOURCE: Email
NAME: Chaz Bateman

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Chaz Bateman
Midvale, UT

COMMENT #: 3295
DATE: 7/10/21 12:00 PM
SOURCE: Email
NAME: Jackson North

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Jackson North
Eden, UT

COMMENT #: 3296
DATE: 7/10/21 12:02 PM
SOURCE: Email
NAME: Erick MacSparran

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 3297
DATE: 7/10/21 12:09 PM
SOURCE: Email
NAME: Dan Purjes

COMMENT:

am a resident of Sandy, UT and a season's pass holder for Alta and Snowbird.

Of all the options to deal with congested traffic in Little Cottonwood Canyon, especially in winter, I vote for the gondola. Not only would it be safer and more reliable, but it is a feature in its own right. Bus rides in winter are not a feature. **(32.2.9D)**

I question the choice of a 25-person gondola, though. That's more like an aerial tram. The gondola at Telluride is what should be considered. It is an 8-person gondola that runs continuously. If 8 people load every 5 seconds, that would be about 100 people per minute, or about 6,000 people per hour. That would be plenty in 2 hours of operation to serve Alta and Snowbird. And it serves as an attraction in and of itself, heightening the excitement and anticipation for skiing or riding. **(32.2.2JJ)**

Dan Purjes
Sandy, UT

COMMENT #: 3298
DATE: 7/10/21 12:42 PM
SOURCE: Email
NAME: Liam Armour

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Liam Armour
Salt Lake City, CA

COMMENT #: 3299
DATE: 7/10/21 12:57 PM
SOURCE: Email
NAME: Molly Hemenway

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Molly Hemenway
Salt lake city, UT

COMMENT #: 3300
DATE: 7/10/21 4:37 PM
SOURCE: Email
NAME: Nathan Gilbert

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Nathan Gilbert
Holladay, UT

COMMENT #: 3301
DATE: 7/10/21 5:09 PM
SOURCE: Email
NAME: Kylee Garcia

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3302
DATE: 7/10/21 5:43 PM
SOURCE: Email
NAME: Natalie Matthews

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Natalie Matthews
Salt Lake City, UT

COMMENT #: 3303
DATE: 7/10/21 8:45 PM
SOURCE: Email
NAME: Kelli Nelson

COMMENT:

Dear Utah Department of Transportation,

I am a backcountry skier who frequently travels up Little Cottonwood Canyon (LCC) for outdoor recreation and I appreciate this opportunity to comment on the LCC Environmental Impact Statement. I support enhanced busing with no widening of Highway 210 as the best transportation option to alleviate traffic issues in LCC. **(32.2.9A)** Specifically, I am in favor of using low -or zero-emissions busses and vans on the current LCC road with no, or minimal, additional construction. **(32.2.6.3F)** This option has the lowest environmental impact, is an inclusive transportation system that serves dispersed users, has the lowest cost, and is the quickest way to solve the traffic issues in LCC. **(32.2.6.3C)**

As you know, LCC is an important part of the Salt Lake City watershed. Therefore, it is important that UDOT pursue a traffic solution that has the lowest environmental impact. Expanding the road or installing (and maintaining) a gondola will have a larger environmental footprint than simply utilizing energy-efficient mass transit vehicles on the existing infrastructure. **(32.12A, 32.12B, 32.13A, and 32.13B)** Additionally, buses and vans can provide year-round transportation to trailheads, serving dispersed users such as backcountry skiers. **(32.2.6.3C)** In contrast, a gondola will not stop for people at backcountry trailheads and, as proposed, would not be a year-round solution. Enhanced busing is also the most convenient option for the public, and convenience is critical to ensuring the public actually utilizes the chosen transportation solution. **(32.2.4A)** And, as described in the EIS, enhanced bus service is the lowest cost option, coming in at a significantly lower price than either bus service with a peak period shoulder lane, or a gondola.

As a backcountry skier I urge you to consider how each alternative will affect, and serve, dispersed recreation users in addition to resort visitors. **(32.2.7A and 32.4G)** A considerable amount of the traffic in LCC in both summer and winter is people heading to trailheads to backcountry ski (in winter) or hike and mountain bike in summer. **(32.1.2D)** The transit system must include stops at trailheads in order to serve backcountry recreationists. **(32.2.6.3C)** Likewise, the transit system needs to originate at multiple locations around the valley so that people can access it where they live, rather than drive their car to a distant mobility hub (in which case, they'd likely stay in their car and continue the drive up LCC, not utilizing the transportation solution). **(32.2.2I)**

Enhanced busing with no widening of the LCC road is a solution that can have an immediate impact. There is no need to wait years to construct additional, expensive, infrastructure when we can solve the traffic issues with the infrastructure that is already in place.

Sincerely,
Miss Kelli Nelson
Salt Lake City, UT

COMMENT #: 3304
DATE: 7/11/21 10:53 AM
SOURCE: Email
NAME: Aubrey Schuring

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3305
DATE: 7/11/21 12:21 PM
SOURCE: Email
NAME: Naomi Ansbergs

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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Sincerely,
Naomi Ansbergs
Salt Lake City, UT

COMMENT #: 3306
DATE: 7/11/21 1:52 PM
SOURCE: Email
NAME: Sasha Bingaman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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Sincerely,
Sasha Bingaman
Salt Lake City, UT

COMMENT #: 3307
DATE: 7/11/21 5:50 PM
SOURCE: Email
NAME: Steve Fitzwater

COMMENT:

My name is Steven Fitzwater I have a few concerns about the new tram

There used to be a mountain bike trail down LCC that was shut down the reasoning was watershed I think but the new tram is going right where the trail was so I'm a little confused if the tram goes in we should be able to get bike trail back? **(32.12A and 32.2.6.5I)**

Second more than half the people that live in Utah don't use the canyon should their tax money go towards some thing they're not using I personally believe Snowbird and Alta should pay for 100% of this seeing how it only benefits their business **(32.2.7A)**

are you guys talking about anything in big Cottonwood Canyon or does solitude And Brighton just get nothing **(32.1.1A)**

I also think Alta should open up to snowboarders if they want the tram otherwise the skiers will have to share it with the snowboarders and the snowboarders stoke might have an impact on their mental health

I personally believe the mountains are for everybody and think it is outrageous for them not to allow snowboarders or snow bikers or kayaks etc. **(32.29I)**

COMMENT #: 3308
DATE: 7/11/21 6:36 PM
SOURCE: Email
NAME: Rebecca Heister

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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Sincerely,
Rebecca Heister
Sandy, UT

COMMENT #: 3309
DATE: 7/11/21 7:47 PM
SOURCE: Email
NAME: Jillana Laufer

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Jillana Laufer
Studio City, CA

COMMENT #: 3310
DATE: 7/12/21 9:48 AM
SOURCE: Email
NAME: Nick Benoit

COMMENT:

Dear Utah Department of Transportation (UDOT),

UDOT,

I am writing to express concern that the LCC gondola will not adequately address traffic in little cottonwood canyon. **(32.7C and 32.2.7A)** It is clear to me from my time spent in the canyons that traffic is a problem that doesn't seem to stop when the ski resorts stop running their lifts. I am greatly in favor of a bussing solution due to it's far more flexible nature. **(32.2.9A)**

Stops can be added or taken away as makes sense to accommodate all users, not only those heading to Alta / Snowbird in the winter. I really hope to see that UDOT chooses a solution that works for all people trying to spend time in the canyons at all times of the year, as opposed the gondola, which to me seems like a partial solution to the canyon traffic problem that will only work for a fraction of the year. **(32.2.6.3C)**

Thanks,
Nick Benoit

Sincerely,
Nick Benoit
Salt Lake City, UT

COMMENT #: 3311
DATE: 7/12/21 11:25 AM
SOURCE: Email
NAME: Brennan Wade

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Brennan Wade
Sandy, UT

COMMENT #: 3312
DATE: 7/12/21 11:42 AM
SOURCE: Email
NAME: Connor Hansell

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Connor Hansell
Salt Lake City, UT

COMMENT #: 3313
DATE: 7/12/21 11:44 AM
SOURCE: Email
NAME: Brandon Thomson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Brandon Thomson
Salt Lake City, UT

COMMENT #: 3314
DATE: 7/12/21 11:44 AM
SOURCE: Email
NAME: Hilary Silberman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Hilary Silberman
Salt Lake City, UT

COMMENT #: 3315
DATE: 7/12/21 11:45 AM
SOURCE: Email
NAME: Alexis Lever

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Alexis Lever
South Jordan, UT

COMMENT #: 3316
DATE: 7/12/21 11:47 AM
SOURCE: Email
NAME: Shawn Hansen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Shawn Hansen
1040 E Sagehill Dr
Salt Lake City, UT

COMMENT #: 3317
DATE: 7/12/21 11:49 AM
SOURCE: Email
NAME: Amy Cutting

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Amy Cutting
Salt Lake City, UT

COMMENT #: 3318
DATE: 7/12/21 11:49 AM
SOURCE: Email
NAME: PETER VARS

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
PETER VARS
Salt Lake City, UT

COMMENT #: 3319
DATE: 7/12/21 11:50 AM
SOURCE: Email
NAME: Kevin Banick

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Kevin Banick
Salt Lake City, UT

COMMENT #: 3320
DATE: 7/12/21 11:50 AM
SOURCE: Email
NAME: James Martz

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Let's go with the behavioral solution, dynamic pricing for tolls and significantly more bus access.

Sincerely,
James Martz
Seattle, WA

COMMENT #: 3321
DATE: 7/12/21 11:52 AM
SOURCE: Email
NAME: Ian Wade

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**

Sincerely,
Ian Wade
Murray, UT

COMMENT #: 3322
DATE: 7/12/21 11:54 AM
SOURCE: Email
NAME: Tami Palacky

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Tami Palacky
Port Saint Lucie, FL

COMMENT #: 3323
DATE: 7/12/21 11:54 AM
SOURCE: Email
NAME: Erik Steenburgh

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Erik Steenburgh
Salt Lake City, UT

COMMENT #: 3324
DATE: 7/12/21 11:59 AM
SOURCE: Email
NAME: Paige DaBell

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Paige DaBell
Salt Lake City, UT

COMMENT #: 3325
DATE: 7/12/21 12:03 PM
SOURCE: Email
NAME: Traci Monson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Traci Monson
Salt Lake City, UT

COMMENT #: 3326
DATE: 7/12/21 12:05 PM
SOURCE: Email
NAME: Suzie Ellison

COMMENT:

Dear Utah Department of Transportation,

I am a lifelong Utahn. I deeply value the wildness and beauty of the Wasatch Mountains. please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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I implore you to reject the gondola proposal and enhance the public transit system instead. Thank you.

Sincerely,
Suzie Ellison
Cottonwood, UT

COMMENT #: 3327
DATE: 7/12/21 12:06 PM
SOURCE: Email
NAME: Judith Gooch

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I highly value the wildness of the Wasatch Mountains. Please see my comments on the proposals:

UDOT's own proposal says the gondola won't reduce the number of cars. **(32.2.2BB)**
Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem.
(32.13B. How can we help this process to ensure the flora and fauna won't be pushed out of their habitat? (32.13C)

The gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them. **((32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion. **(32.2.6.5E)**

Sincerely,
judith gooch

COMMENT #: 3328
DATE: 7/12/21 12:06 PM
SOURCE: Email
NAME: John Richardson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
John Richardson
Draper, UT

COMMENT #: 3329
DATE: 7/12/21 12:08 PM
SOURCE: Email
NAME: Ran Yehushua

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Ran Yehushua
Salt Lake City, UT

COMMENT #: 3330
DATE: 7/12/21 12:08 PM
SOURCE: Email
NAME: Demetrius Pampouktsis

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3331
DATE: 7/12/21 12:08 PM
SOURCE: Email
NAME: Sabrina King

COMMENT:

Dear Utah Department of Transportation,

I was born and raised in Salt Lake City, and I am disappointed to see the gondola under consideration. I agree with the points below, and as a climber who regularly comes back to the Cottonwood Canyons to climb, I have to say this gondola will do NOTHING to reduce traffic in the canyons, especially when it comes to climbing.

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

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Sincerely,
Sabrina King
Lander, WY

COMMENT #: 3332
DATE: 7/12/21 12:09 PM
SOURCE: Email
NAME: Douglass Brown

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Douglass Brown
Salt Lake City, UT

COMMENT #: 3333
DATE: 7/12/21 12:09 PM
SOURCE: Email
NAME: Devin Loertscher

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Devin Loertscher
Murray, UT

COMMENT #: 3334
DATE: 7/12/21 12:10 PM
SOURCE: Email
NAME: Emily Paxton

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Emily Paxton
Salt Lake City, UT

COMMENT #: 3335
DATE: 7/12/21 12:21 PM
SOURCE: Email
NAME: Heather Mendiola

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Heather Mendiola
Salt Lake City, UT

COMMENT #: 3336
DATE: 7/12/21 12:23 PM
SOURCE: Email
NAME: Holly Grainger

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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Sincerely,
Holly Grainger
Salt Lake City, UT

COMMENT #: 3337
DATE: 7/12/21 12:33 PM
SOURCE: Email
NAME: David Hubbell

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,
I have driven shuttle vans through the canyons for many years summer and winter. Regarding the possible transportation solutions to Little Cottonwood Canyon, I don't think we would see a decrease in traffic related delays and the unpredictability of traffic jams that take several hours if we still allow personal or private cars up the canyons during the winter along with a gondola, COG train or enhanced busses. **(32.7C and 32.2.2L)** If people can drive they will, to the collective detriment of everyone. **(32.2.4A)** The gondola or train will only be taken as the faster option when traffic is already severely impacted. **(32.2.4A)** The Zion National Park approach should be tried before committed to a large infrastructure project. **(32.2.2B)**

I think it would be wise to have a few seasons as trial seasons using busses only with exceptions for freight and food service supply and commercial shuttles for hotel guests with lots of luggage. This removes the necessity for funding large infrastructure changes in the canyons that will at least for a few years affect the watershed quality. **(32.2.2B and 32.2.2L)**

In the summer, I think there is room for private cars, and perhaps there should be a shuttle service from the lower generally empty lots at Snowbird down to the White Pine Trailhead and no roadside parking. **(32.2.6D and 32.2.2S)** This should help Snowbird's food service sales in summer, so I would think they would be happy to accommodate the extra traffic of hikers through their parking areas.

It strikes me that regardless of the options pursued parking needs to be enhanced at transfer points in the Valley. enhancement of parking through multi story parking structures or other plans could certainly begin. **(32.2.2I)**

Sincerely,
David Hubbell
Park City, UT

COMMENT #: 3338
DATE: 7/12/21 12:34 PM
SOURCE: Email
NAME: Eden Sloan

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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I grew up in Utah and have watched my home drastically change in the last few years. Everywhere I look is a new development. Except for the Cottonwood Canyons. Our canyons are so unique because of how undeveloped they are. Let the natural beauty of the canyons stay untouched.

Sincerely,
Eden Sloan
Salt Lake City, UT

COMMENT #: 3339
DATE: 7/12/21 12:41 PM
SOURCE: Email
NAME: Kristin Kraus

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Kristin Kraus
Salt Lake City, UT

COMMENT #: 3340
DATE: 7/12/21 12:42 PM
SOURCE: Email
NAME: Shandi Kano

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

Please, please, listen to your constituents. We are the citizens of the areas which you are working to create "solutions" however it seems very obvious that the gondola option creates no solution at all. **(32.7C)** The limited parking proposed for the gondola creates a situation where the gondola creates more headache. It doesn't decrease canyon traffic by any noticeable amount. **(32.2.7A and 32.2.4A)** In fact, I would put money on the parking situation making our neighborhoods more of a mess than they already are on powder days. If parking is not available, the driver is left to leave and seek parking elsewhere while in traffic, or simply getting back in line to drive up canyon ANYWAY. This is not a solution! **(32.2.6.2.1C and 32.2.6.5E)**

Solutions are sustainable and provide sustainable ways to continue to upgrade as population continues to increase. I am so confused why this gondola is even being talked about as a solution to solving our traffic woes. **(32.7B and 32.7C)**

It seems very obvious that what you are after is more money. It feels like you do not care at all about what happens to the people and families living here, especially not the land of the canyon and the resources that rely on it for our livelihoods. These comments below are canned, but they are amazing.

PLEASE GIVE A DAMN ABOUT THE PEOPLE WHO LIVE HERE. PLEASE LISTEN TO US! WE DO NOT WANT YOU TO RUIN OUR HOMES! **(32.4F and 32.4I)**

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch
(32.2.21)

Sincerely,
Shandi Kano
Sandy, UT

COMMENT #: 3341
DATE: 7/12/21 12:43 PM
SOURCE: Email
NAME: Matthew Elggren

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Matthew Elggren
Holladay, UT

COMMENT #: 3342
DATE: 7/12/21 12:50 PM
SOURCE: Email
NAME: Robert Nelson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

As one who values the irreplaceable Wasatch Mountains, I respectfully offer a few comments on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Please do the right thing!

Sincerely,
Robert Nelson
Provo, UT

COMMENT #: 3343
DATE: 7/12/21 12:50 PM
SOURCE: Email
NAME: Torey Couper

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.
Let's not do the gondola but find mass transit green alternatives. A robust bus only system would be best **(32.2.9A)**

Sincerely,
Torey COUPER
Salt Lake City, UT

COMMENT #: 3344
DATE: 7/12/21 12:50 PM
SOURCE: Email
NAME: Ryan Borzea

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

NO TO THE GONDOLA IN LCC. (32.2.9E)

Sincerely,
Ryan Borzea
Sandy, UT

COMMENT #: 3345
DATE: 7/12/21 12:57 PM
SOURCE: Email
NAME: Henry Whiteside

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains, please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS). A gondola locks in current technology to serve one and one end only: delivering skiers a little more quickly and reliably to two ski resorts. **(32.2.7A and 32.7C)** With drought and climate change how far can we anticipate downhill skier demand? **(32.2.2 E)** A gondola would be a boon to two ski resorts and a few contractors and a bane to all other users of LCC.

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

2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(30.20B)**

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

4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**

5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Henry Whiteside
Salt Lake City, UT

COMMENT #: 3346
DATE: 7/12/21 1:00 PM
SOURCE: Email
NAME: Miles Chisolm

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Miles Chisolm
Salt Lake City, UT

COMMENT #: 3347
DATE: 7/12/21 1:00 PM
SOURCE: Email
NAME: Ron Schroeder

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.
I object to ANY Gondola idea. **(32.2.9E)** DO NOTHING and Finish Highland Drive **(32.2.9G and 32.2.6.2.2A)** . Wasatch Blvd is a road to Alta. It is not a CORRIDOR .
If you must blow Tax dollars , Get Elon Musk out here for some ideas. **(32.2.2C)**

Sincerely,
Ron Schroeder
Cottonwood Heights, UT

COMMENT #: 3348
DATE: 7/12/21 1:01 PM
SOURCE: Email
NAME: Sarah McCroy

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

As a skier, hiker, and trail runner, I value the wildness and beauty of the Wasatch Mountains. I am concerned by the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS) findings that still consider the gondola as a viable option. The gondola seems only to support private businesses in the winter rather than to protect the wilderness area year round and mitigate car traffic. **(32.2.7A and 32.7C)** It also seems like we do not have a good number for the amount of people LCC can safely handle. Is this something you are looking into? **(32.20B)**

Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**

Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Thank you for your time.

Sincerely,
Sarah McCroy
Salt Lake City, UT

COMMENT #: 3349
DATE: 7/12/21 1:03 PM
SOURCE: Email
NAME: Thomas Campbell

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

Please do not go with the gondola option. All it is is an expensive "cool" thing. It doesn't solve any problems.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Thomas Campbell
Midvale, UT

COMMENT #: 3350
DATE: 7/12/21 1:04 PM
SOURCE: Email
NAME: doug krause

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
doug krause
Coral Springs, FL

COMMENT #: 3351
DATE: 7/12/21 1:08 PM
SOURCE: Email
NAME: Eric Bonin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Eric Bonin
Sandy, UT

COMMENT #: 3352
DATE: 7/12/21 1:10 PM
SOURCE: Email
NAME: Carol Thompson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Carol Thompson
South Park, PA

COMMENT #: 3353
DATE: 7/12/21 1:11 PM
SOURCE: Email
NAME: Janet Houtz

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.
My concern is first and foremost... the impact on the environment and wildlife. **(32.13A and 32.13B)**
Second, electric buses would be able to stop at trailheads, are fast, convenient, and lower cost. especially for low income individuals and families. **(32.2.6.3F, 32.2.6.3C, and 32.5A)** Everyone should have a chance to enjoy the mountains not just the wealthy. Many times I have taken the ski bus to a trailhead for a winter hike...it works out perfectly. The UTA drivers are safe, professional and friendly. Buses not gondolas is a better option. Thank you.

Sincerely,
Janet Houtz
Salt Lake City, UT

COMMENT #: 3354
DATE: 7/12/21 1:18 PM
SOURCE: Email
NAME: Steve Downes

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

In sum, the gondola option is simply not a transit option. Rather, the gondola is a very expensive way of helping Alta and Snowbird deliver their paying winter customers to their resorts. The gondola serves none of the thousands of other recreationists in LCC. Finally, a gondola in LCC does nothing to help the terrible traffic congestion in BCC. **(32.2.7A, 32.7B, 32.7C, and 32.1.1A)**

Yours,

Steve Downes

Sincerely,
Steve Downes
Salt Lake City, UT

COMMENT #: 3355
DATE: 7/12/21 1:20 PM
SOURCE: Email
NAME: Meghan Cline

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't
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gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of
elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to
gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying
Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(30.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a
gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem
(32.13B). How can we as a community of people help this process to ensure the flora and fauna won't
be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives
allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the
gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from
our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate
car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point
of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution,
and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch
Range **(32.2.2I)**.

Sincerely,
Meghan Cline
Sandy, UT

COMMENT #: 3356
DATE: 7/12/21 1:36 PM
SOURCE: Email
NAME: Kristen Rogers-Iversen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Kristen Rogers-Iversen
Salt Lake City, UT

COMMENT #: 3357
DATE: 7/12/21 1:43 PM
SOURCE: Email
NAME: Emily Pitsch

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
emily pitschSalt lake City, UT

COMMENT #: 3358
DATE: 7/12/21 1:50 PM
SOURCE: Email
NAME: Pam Van Andel

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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I support busses that will stop at each of the trailheads. **(32.2.6.3C)** This will allow the different user groups to use the canyon

Sincerely,
Pam Van Andel
Millcreek, UT

COMMENT #: 3359
DATE: 7/12/21 1:51 PM
SOURCE: Email
NAME: Brandon Patterson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
BRANDON PATTERSON
SALT LAKE CITY, UT

COMMENT #: 3360
DATE: 7/12/21 1:53 PM
SOURCE: Email
NAME: Darren Balls

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3361
DATE: 7/12/21 2:05 PM
SOURCE: Email
NAME: Jon Hager

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3362
DATE: 7/12/21 2:07 PM
SOURCE: Email
NAME: Elizabeth King

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3363
DATE: 7/12/21 2:07 PM
SOURCE: Email
NAME: Kevan King

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
kevan King
Sandy, UT

COMMENT #: 3364
DATE: 7/12/21 2:17 PM
SOURCE: Email
NAME: Stephen Aldous

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Stephen Aldous
Salt Lake City, UT

COMMENT #: 3365
DATE: 7/12/21 2:25 PM
SOURCE: Email
NAME: Daniel Boettger

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Daniel Boettger
Salt Lake City, UT

COMMENT #: 3366
DATE: 7/12/21 2:45 PM
SOURCE: Email
NAME: Harriet Wallis

COMMENT:

Dear Utah Department of Transportation (UDOT),

STOP the gondola. **(32.2.9E)**

Do the simplest thing first. Run more buses. **(32.29A)**

Sincerely,
H Wallis
Sandy, UT

COMMENT #: 3367
DATE: 7/12/21 2:45 PM
SOURCE: Email
NAME: Chris Jackson-Jordan

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Chris Jackson-Jordan
Salt Lake City, UT

COMMENT #: 3368
DATE: 7/12/21 3:00 PM
SOURCE: Email
NAME: Mary Ann Wright

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear road building UDOT people:

It has been said that if the only tool in your toolkit is a hammer, then everything looks like a nail. So, I get it that all you are proposing is building and paving. This is not good. Accordingly, I oppose both the gondola and the widened road as essentially they are both alternatives that keep people in their cars. **(32.2.9C, 32.2.9E, 32.2.7A, and 32.2.4A)** I prefer the NO ACTION alternative. **(32.2.9G)** At age 71, I have seen the Wasatch Front and its canyons go from a pleasant place to a concrete jungle.

Additionally,

- UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**

-As an ecologist, I understand the carrying capacity of the Central Wasatch Canyons and such is not considered in this Draft EIS Process. **(32.20B)**

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

- Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** The flora and fauna will be pushed out of their habitat. There is no restoring this, once it is gone. **(32.1.2B and 32.13C)**

- We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**

Sincerely,
Mary Ann Wright
Salt Lake City, UT

COMMENT #: 3369

DATE: 7/12/21 3:04 PM
SOURCE: Email
NAME: Nancy Trowse

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Once destroyed we have lost this precious resource forever.

Sincerely,
Nancy Trowse
Salt Lake City, UT

COMMENT #: 3370
DATE: 7/12/21 3:14 PM
SOURCE: Email
NAME: Cindy Smith

COMMENT:

Have you considered severely limiting auto traffic up the canyon and using gas or electric buses for transportation ?That would solve the traffic problem (**32.2.4A , 32.2.9A, and 32.2.6.3F**)

COMMENT #: 3371
DATE: 7/12/21 3:15 PM
SOURCE: Email
NAME: R. Macfarlane

COMMENT:

Can I talk to someone about the financial modeling begin the Gondola vs. Extend Bus and the underlying assumptions that were used. **(32.2.7C and 32.29C)**

Thanks,

Bob Macfarlane

COMMENT #: 3372
DATE: 7/12/21 3:19 PM
SOURCE: Email
NAME: Harriet Wallis

COMMENT:

STOP the gondola. **(32.2.9E)**

Do the simplest thing first -- improve the bus schedule. The bus schedule can be changed / altered / increased. It's flexible. **(32.2.9A)**

The gondola is overkill -- and it's top-down thinking. Throw money at it to see if it works. STOP the gondola. -- Harriet Wallis

COMMENT #: 3373
DATE: 7/12/21 3:32 PM
SOURCE: Email
NAME: Andre Hamm

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

A personal note:

Little Cottonwood Canyon provides the residents of Salt Lake City and visitors from around the world with a sacred and beautiful place for recreation. It is our responsibility as stewards of the land to protect the land and all of its inhabitants both for our future generations, and the future generations of the plants and animals that live there. I want my children and grand children to be able to experience the inspiring joy of spending time in Little Cottonwood Canyon. Let us take regenerative action aligned with the needs of all the life that resides in Little Cottonwood Canyon. Right now this means not building a Gondola! **(32.2.9E)**

Sincerely,
Andre Hamm
Salt Lake City, UT

COMMENT #: 3374
DATE: 7/12/21 3:33 PM
SOURCE: Email
NAME: Mitch Potter

COMMENT:

As a Sandy resident, I am hereby commenting on the proposed solutions as such:

Simply and most importantly, the gondola option is going to compound the traffic issue due to the fact that it will be an enticement for more people to come to Little Cottonwood Canyon that otherwise may not. **(32.2.6.3E, 32.2.7A, and 32.7C)** The fact of the matter is Little Cottonwood is already experiencing human impacts beyond what is sustainable. Inviting more people and creating a “Disneyland” theme is only going to hasten the problem of overcrowding all the while increasing congestion at the mouth of the canyon for both residents and people trying to live normal lives. **(32.20B)**

Secondly, the fact that this skirts far too closely to a wilderness designation area in which many people recreate for the solace of nature is an alarming precedent being set. We have an opportunity to maintain a very special and unique portion of land which sustains local recreational populations. **(32.4I)**

A resource in times of rescues, especially when avalanche control is taking place, has been used as reasoning for the gondola. **(32.7A and 32.1.2B)** This is a rare and unnecessary situation for the justification of such a large endeavor. The cost monetarily far surpasses justificatory benefits of rare occasion. **(32.2.7A)**

In closing, the bus and expansion lane, although not a great solution will be less detrimental than a gondola. This is a solution that should prioritize conservation and not development or monetary reasons as a priority. **(32.2.9B)** If the gondola is somehow passed, the profits should not be incentivized and should not be allowed to be marketed to lure in more traffic to this sensitive area.

Regards

Mitch Potter
Sandy

COMMENT #: 3375
DATE: 7/12/21 3:50 PM
SOURCE: Email
NAME: Scott Silverstein HCH

COMMENT:

I used to support the gondola but now I am leaning toward the enhanced bus option. The reason behind this is the gondola would close during avalanche mitigation. **(32.2.6.5H)** Since both options are approximately equal in cost I prefer the enhanced bus. **(32.2.9A)** I also don't like the visual change of seeing towers and a gondola in the pristine valley. **(32.17A)**

Average time for travel is 37 min for enhanced road vs 46 for gondola. Since there are so many days with avalanche mitigation the enhanced road option (with snow bridges) would allow for travel during high avalanche times.

Scotty

COMMENT #: 3376
DATE: 7/12/21 4:09 PM
SOURCE: Email
NAME: Ryan Thomas

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Ryan Thomas
West Valley City, UT

COMMENT #: 3377
DATE: 7/12/21 4:10 PM
SOURCE: Email
NAME: Frank Zadravec

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Frank Zadravec
Salt Lake City, UT

COMMENT #: 3378
DATE: 7/12/21 4:19 PM
SOURCE: Email
NAME: Nicholas Nagy

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
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Sincerely,
Nicholas Nagy
Salt lake city, UT

COMMENT #: 3379
DATE: 7/12/21 4:39 PM
SOURCE: Email
NAME: Spencer Tingey

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Spencer Tingey
Millcreek, UT 84106

COMMENT #: 3380
DATE: 7/12/21 4:41 PM
SOURCE: Email
NAME: Mateo Pacheco

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Mateo Pacheco
Salt Lake City, UT

COMMENT #: 3381
DATE: 7/12/21 4:41 PM
SOURCE: Email
NAME: Nikki Hanson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Nikki Hanson
Sandy, UT

COMMENT #: 3382
DATE: 7/12/21 4:44 PM
SOURCE: Email
NAME: Benjamin Jordan

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Benjamin Jordan
Salt Lake City, UT

COMMENT #: 3383
DATE: 7/12/21 4:50 PM
SOURCE: Email
NAME: Blake De Vries

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

1). How does a gondola service other types of activity year-round with different destinations other than Snowbird/Alta? (i.e. backcountry skiers, climbers, hikers, bikers, fishers, etc.). **(32.2.6.5G, 32.2.4A, and 32.4G)** It seems that this is a direct-service to the two corporate ski resorts at the top of the canyon and doesn't take into consideration the thousands of other users whom often carpool and travel during the non-peak hours. **(32.2.7A and 32.7C)**

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

2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**

3). Conservation. I want my kids to experience the beauty of the canyon. Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. Restoration of this disruption is not possible. **(32.13B and 32.13C)**

4). I take the train and bike to work each day to do my part. I fully recognize that Utahn culture does not include and emphasis on public transportation or carpooling. We are an independent state where majority of individuals will drive solo anywhere they want to. What makes you think they'll adopt a slower mode of transportation? **(32.2.4A)**

Sincerely,
Blake De Vries
Millcreek, UT

COMMENT #: 3384
DATE: 7/12/21 4:50 PM
SOURCE: Email
NAME: Chloe Menlove

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains, please see my comments below:

I am a Utah local. Born and raised skiing snowbird up little cottonwood canyon. I have worked at snowbird for 5 years and while I love my job I do have issues with the canyon travel.

That being said, the gondola will not help reduce traffic. I don't value a huge change to the side of the canyon I've come to know and love. **(32.7B and 32.7C)**

The correct action is to expand the road. Ski resort workers and locals urge you to listen to us as we do not support a gondola. **(32.2.9B)**

Sincerely,
Chloe Menlove
Sandy, UT

COMMENT #: 3385
DATE: 7/12/21 5:54 PM
SOURCE: Email
NAME: Rebecca Carol

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Rebecca Carol Biddle
Ogden, UT

COMMENT #: 3386
DATE: 7/12/21 5:58 PM
SOURCE: Email
NAME: Jason Fox

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Jason Fox
Salt Lake City, UT

COMMENT #: 3387
DATE: 7/12/21 6:03 PM
SOURCE: Email
NAME: Janet Jamison

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Janet Jamison
Salt Lake City, UT

COMMENT #: 3388
DATE: 7/12/21 6:06 PM
SOURCE: Email
NAME: Anthony Farley

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Anthony Farley
Salt Lake City, UT

COMMENT #: 3389
DATE: 7/12/21 6:11 PM
SOURCE: Email
NAME: Traci Monson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Traci Monson
Salt Lake City, UT

COMMENT #: 3390
DATE: 7/12/21 7:14 PM
SOURCE: Email
NAME: Judy Wolf

COMMENT:

Hello,

I'm a regular user of LCC road up to Snowbird, Atla for skiing, and hiking trails in the summer season. To me, it looks like a question: Are we catering to locals, who pay for this stuff, or out of town tourists who want to take advantage of our incredible access to pristine mountains ? **(32.2.7A)**

I understand the trade off, tourist dollars in, locals not so happy. I moved here with my family in 1993 because of access to the mountains. I'm not so sure I will stay here if it becomes so crowded and difficult to access our mountains. If you want to become Vail or Aspen or Sun Valley I, I won't stay.

Judy Wolf
SLC

COMMENT #: 3391
DATE: 7/12/21 7:37 PM
SOURCE: Email
NAME: Isabella Ward

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3392
DATE: 7/12/21 7:37 PM
SOURCE: Email
NAME: Mary Harriet Shuler

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Mary Harriet Shuler
Salt Lake City, UT

COMMENT #: 3393
DATE: 7/12/21 8:10 PM
SOURCE: Email
NAME: Susan Corth

COMMENT:

Dear Utah Department of Transportation (UDOT),

After reviewing the LCC Draft DEIS there are so many concerns regarding the gondola. The whole purpose of the gondola according to UDOT purposal was to reduce private vehicles in LCC. UDOT's own proposal says the gondola won't make that happen. **(32.2.2BB)**

The gondola won't allow access to trailheads or backcountry/x-c skiing skiing **(32.2.6.5G)**

The impact on the ecosystem regarding flora and fauna and water will be greatly impacted permanently rather than expanded bus service. **(32.13B)**

Expanded bus service will allow people to access transportation without having cars needing to get to the canyon or gravel pit or gondola base. People can get up the canyon from access points outside the canyon, and closer to homes with bus service. **(32.2.6.3C and 32.2.2I)**

WE need to reduce air pollution, congestion while still creating equal access to our precious, but small Wasatch Mountain range. **(32.10A)**

Sincerely,
Susan Corth
Salt Lake City, UT

COMMENT #: 3394
DATE: 7/12/21 8:55 PM
SOURCE: Email
NAME: Peter Wilk

COMMENT:

I am a year round user of Big and Little Cottonwood Canyons-backcountry skiing, hiking, running, rock climbing, and ice climbing are my preferred activities. I would like to place a comment with respect to UDOT's Draft EIS for LCC. The issues of access and environmental impacts in the Cottonwoods are very important to me.

The metrics with which the two alternatives are being measured is lacking. While the two criteria, "Improve mobility in 2050" and "Improve reliability and safety in 2050" are worthy goals, they are too narrow in scope. I think that UDOT is answering a good question, but not the question that should really be asked. The question is "What is the sustainable balance between environmental, economic, and user enjoyment priorities for the Cottonwoods?"

A big component of this is understanding the usage capacity of the canyons. How many people can use the canyons concurrently and maintain environmental balance as well as user enjoyment? Not estimating that capacity and building a supporting infrastructure to bring people into the canyon is why the scope is too narrow. Particularly when it only addresses 1 of 2 canyons. **(32.20B and 32.1.1A)**

Both Big and Little Cottonwood are inextricably linked at all times of year, but particularly in the winter. The scope of the current proposals does not include BCC aside from second order effects which result from the changes to LCC. This is somewhat akin to thinking that if I tie one shoe I'll be able to run faster, which is true to some extent, but what I really need to do is tie both shoes in order to solve the problem. **(32.1.1A)**

Beyond the narrow scope I have specific concerns with both the alternatives as proposed, though I have more concern with gondola. **(32.1.1A and 32.1.1C)**

Both options are ski resort centric and the users in LCC are not always using the ski resorts. There are many user groups that use other access points. **(32.2.7A and 32.7C)** The bus option does provide a possible flexibility in this, so it would be possible to modify as seasonality or demand requires with little more than a safe location to load/unload passengers. **(32.2.6.3C)** The gondola option only having load/unload options at Snowbird and Alta almost entirely eliminates a large number of users-albeit smaller than the resort numbers-to still using cars. The gondola also seems to only have a winter use case-making it an extremely expensive seasonal investment. **(32.2.1D)**

While the proposal suggests a lower environmental impact with the gondola because only the area immediately around the tower is disturbed. I find this suggestion doubtful. From my personal experience in France with cable car access, there are frequent maintenance periods. In the instances I'm thinking of, it is impossible to build a road to perform this maintenance, therefore it is supported by helicopter. In the case of the LCC gondola, helicopter supported maintenance costs seem that they would easily exceed building a maintenance road to the towers given that there's already a state highway closeby. **(32.2.6.5L)**

One aspect of the proposal that I do like is the installation of snow sheds. From areas in Colorado and Europe I have traveled in, these are great ways to mitigate risk to the roadway. If constructed with a high priority on blending into the natural environment, they could become nearly invisible over time as natural plants grow over the shed. Installation of sheds seems to be one of the most effective ways of improving mobility, reliability, and safety. **(32.2.9K)**

In general I hope that a bigger scoped proposal is entertained as the current one is too limited to possibly fix and improve the environmental, economic and user enjoyment priorities in the Cottonwood Canyons.

--

Peter Wilk

COMMENT #: 3395
DATE: 7/12/21 9:31 PM
SOURCE: Email
NAME: Tyler Eldridge

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

I do not believe the gondola is a viable solution the canyon road crowding issue. **(32.7B and 32.7C)**

I would much rather see a sufficient parking structure with many busses option. This coupled with canyon access fees at the mouth for private vehicles are would be a much better solution in my opinion. **(32.2.9A and 32.2.4A)**

Thank you for your consideration.

Sincerely,
Tyler Eldridge
Salt Lake City, UT

COMMENT #: 3396
DATE: 7/12/21 9:36 PM
SOURCE: Email
NAME: clara barnardt

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
clara barnardt
draper, UT

COMMENT #: 3397
DATE: 7/12/21 9:55 PM
SOURCE: Email
NAME: Pat Annoni

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Pat Annoni
Midvale, UT

COMMENT #: 3398
DATE: 7/12/21 9:59 PM
SOURCE: Email
NAME: Maddie Maravillas L

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Maddie Maravillas L
Salt Lake City, UT

COMMENT #: 3399
DATE: 7/12/21 10:33 PM
SOURCE: Email
NAME: Dogan Ozkan

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Dogan Ozkan
Fairbanks, AK

COMMENT #: 3400
DATE: 7/12/21 11:38 PM
SOURCE: Email
NAME: Jena Frioux

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

Recently I was up at Snowbird with my family for Father's Day Weekend. The resort is in a beautiful location with stunning views you can see as you eat breakfast in the Atrium. I enjoyed being in the grandeur of the mountains but my experience was tainted as my family and I walked onto the plaza and saw how Snowbird has turned the mountains into a summer amusement park with a "mountain coaster", trampolines and a tube ride to mention a few "attractions". My mother-in-law who booked the trip commented on this aspect of the resort as we discussed Snowbird's former plans to build a roller coaster on Mount Superior. We came to the conclusion TO LET THE MOUNTAINS BE MOUNTAINS. The building of the gondola would NOT solve our traffic problems but only add to the mirad of man-made structures that inhibit our views, experiences in nature and place a threat to the landscape and ecosystem itself. **(32.7B, 32.7C, 32.17C, and 32.13A)** Please listen to the locals! We don't want this! We don't want our home to turn into an amusement park and there are far better solutions than this gondola!!!

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

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

COMMENT #: 3401
DATE: 7/13/21 6:40 AM
SOURCE: Email
NAME: Jean Tabin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Jean Tabin
Park City, UT

COMMENT #: 3402
DATE: 7/13/21 6:50 AM
SOURCE: Email
NAME: Jesse Betebenner

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Jesse Betebenner
Salt Lake City, UT

COMMENT #: 3403
DATE: 7/13/21 7:13 AM
SOURCE: Email
NAME: Nina Johnston

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Nina Johnston
Holladay, UT

COMMENT #: 3404
DATE: 7/13/21 7:26 AM
SOURCE: Email
NAME: Pam Littig

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I support the bus recommendation with the caveat to use clean energy buses. Please do not spoil the Wasatch.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Pam Littig
Salt Lake City, UT

COMMENT #: 3405
DATE: 7/13/21 7:54 AM
SOURCE: Email
NAME: Sandra Materi

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3406
DATE: 7/13/21 8:52 AM
SOURCE: Email
NAME: Will Jamison

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of transportation,
I feel the gondola would be a mistake. It is too expensive, too slow, and wouldn't solve the problems LCC faces. **(32.7B and 32.7B)** A better bus system would be much better. We would also need more parking at bus stops. **(32.2.9A)** and 32.2.6.2.1C) I have used the buses, they are almost as fast as driving and very convenient. The gondola would probably cost more than all the lifts at Alta and Snowbird. I am a Snowbird skier since 1974. The resorts are encouraging skiers to use the bus. With more places to park I'm sure more people would use it. I guess it will be hard to pay for either option, but the buses can be scheduled for demand. The gondola would need a huge parking lot, would have a lot of traffic getting there, and would probably still need buses in LCC during peak times. **(32.2.6.5E)**
Thank you, Will Jamison

Sincerely,
Will Jamison
SLC, UT

COMMENT #: 3407
DATE: 7/13/21 8:57 AM
SOURCE: Email
NAME: Robert Hitchcock

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

Please ditch the gondola idea. It won't solve the car and pollution problem. It probably won't even reduce the canyon auto congestion. **(32.7B and 32.7C)** Serious measures have to be taken in order to preserve our canyons. The gondola might make for great marketing but it will make for terrible traffic mitigation.

Make separate bus lanes, make the buses electrics. **(32.2.9B and 32.2.6.3F)** Stop single rider vehicles **(32.2.4A)**. One mom who drops their kid off for Alta Youth Club or Snowbird Race Team has to make four trips in the canyon. Things like this happens a lot.

Once the gondola is built it will be really hard to unbuild - think about the great pumps that we invested in to keep the Great Salt Lake at bay.

Thank you

Sincerely,
Robert Hitchcock
SALT LAKE CITY, UT

COMMENT #: 3408
DATE: 7/13/21 9:27 AM
SOURCE: Email
NAME: Bonnie Richardson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.
- 6) UDOT needs to look at the success Zion's National Park has had with shuttle buses. These have reduced traffic congestion and associated air pollution. This is an obvious solution to the problem and it's within Utah's own borders!! **(32.2.2B and 32.10A)**

Sincerely,
Bonnie RICHARDSON
Draper, UT

COMMENT #: 3409
DATE: 7/13/21 9:36 AM
SOURCE: Email
NAME: Angelika Pfutzner

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Angelika Pfutzner
salt lake city, UT

COMMENT #: 3410
DATE: 7/13/21 10:10 AM
SOURCE: Email
NAME: Jennifer Moreton

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation, As a lifelong resident of this valley, I deeply oppose the gondola plan as it stands now. **(32.2.9E)** Who is paying and who is benefiting? **(32.2.7A)** Surely the average resident of this valley will not benefit, but rather only the big business interests that lie up the canyons. Quality of life up those canyons has only diminished over the years due to overconstruction and tourism. **(32.4I)** This gondola plan does nothing to improve these conditions on the taxpayers dime.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Jennifer Moreton
Salt Lake City, UT

COMMENT #: 3411
DATE: 7/13/21 10:11 AM
SOURCE: Email
NAME: Denise Paisley

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Denise Paisley
West Jordan, UT

COMMENT #: 3412
DATE: 7/13/21 10:13 AM
SOURCE: Email
NAME: Denise Lytle

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Denise Lytle
Woodbridge, NJ

COMMENT #: 3413
DATE: 7/13/21 10:35 AM
SOURCE: Email
NAME: Craig Jacobsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3414
DATE: 7/13/21 10:37 AM
SOURCE: Email
NAME: Jane Bowman

COMMENT:

Dear Utah Department of Transportation (UDOT),

No gondola!! **(32.2.9E)**

With climate change the ski resorts will see losing not increasing usage over the next decade and we will be stuck with a massive monument to stupidity. **(32.2.2E)**

Sincerely,
Jane Bowman
Salt Lake City, UT

COMMENT #: 3415
DATE: 7/13/21 10:39 AM
SOURCE: Email
NAME: Peter Coles

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 3416
DATE: 7/13/21 11:35 AM
SOURCE: Email
NAME: Carolyn Moirroiw

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Carolyn Moirroiw
Salt Lake City, UT

COMMENT #: 3417
DATE: 7/13/21 12:18 PM
SOURCE: Email
NAME: Brian Kissmer

COMMENT:

To whom it may concern:

I am writing to submit my written comment on the LCC project EIS for the 7/13 public hearing, which I will not be able to attend in person. My comments are as follows:

Issues with the installment of a gondola:

1. There are no real indications that the installment of a gondola will reduce car traffic through the canyon. **(32.7B and 32.7C)**. According to the law of Induced Demand (which is commonly invoked as an argument against increasing roadway traffic capacity as a means to reduce traffic congestion), after the supply of a commodity increases; here being access to local ski resorts, if there is still sufficient demand then more of that commodity will be consumed overall. In other words, the cars that are removed from the road by a gondola will simply be replaced by more cars because demand to get into the canyon is sufficiently high that more people will capitalize on the increased capacity. Providing a similar lack of traction enforcement is in place after the gondola's installment, traffic will likely return to its original levels due to congestion and ill-prepared drivers. The only people who will enjoy the benefit of the gondola are wealthier clients, typically out-of-state tourists, rather than the average Utahn. **(32.20E and 32.2.4A)**

2. The slight increase in car traffic that can be accommodated by the gondola does not justify the ~\$500M expense of taxpayer money to fund the project. **(32.2.7A)**
The EIS suggests that gondolas will carry 35 people and leave every two minutes from the station, transporting a total of 1050 riders per hour. The buses that are currently used have a capacity of about 50 people. To match the capacity of the gondola, the canyon would need to run about 21 buses per hour. **(32.2.6.3N)** The construction of the gondola will cost approximately half a billion of taxpayer dollars. The average cost for a public transit bus is anywhere between \$500,000 and \$800,000 USD depending on the fuel used. Even if the state were to add 30 additional buses to its current fleet the total cost with a liberal estimate would be about \$24,000,000, or ~5% the price of the gondola system. If a parking garage was built outside of the canyon to accommodate the increased bus fleet, this would only add (at maximum) \$13M USD, bringing the total price of the project to \$37M, or 7.4% of the gondola project. **(32.2.7C)**

A different solution:

The state of Utah currently employs a different transit system for a different beloved, ecologically fragile location. In Zion National Park, the only way to move throughout the park is to leave one's car away from ecologically sensitive areas, only to board a shuttle to move around the park. This prevents ill-prepared drivers from slowing down traffic, enables high-throughput transportation of visitors, and eliminates the need for costly, damaging, and unnecessary transportation infrastructure. **(32.2.2B)** As shown above, a system like this could easily be installed at a fraction of the price of the proposed gondola, ensuring safety, efficiency, and environmental sustainability.

I will also speak at the virtual hearing on 7/20. Please let me know if these comments do not make their way to the public hearing tonight.

Thank you for your time,

--

Brian Kissmer
Utah State PhD student in Ecology

M.A. Biology Binghamton University '20
B.S. Cellular and Molecular Biology '19

COMMENT #: 3418
DATE: 7/13/21 12:23 PM
SOURCE: Email
NAME: Natalie Schultz

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Natalie Schultz
Salt Lake City, UT

COMMENT #: 3419
DATE: 7/13/21 12:28 PM
SOURCE: Email
NAME: James Turner

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
James Turner
Salt Lake City, UT

COMMENT #: 3420
DATE: 7/13/21 12:50 PM
SOURCE: Email
NAME: Dennis Glass

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,
The plan to put a gondola into Little Cottonwood Canyon is a misbegotten, grotesque toy for the Ski Areas (which I use!). **(32.2.7A)** It looks good on their brochures and ads but will kill what people come to the canyons for, to get away from an overbuilt environment. I know the crowds create a difficult circumstance, but buses are the only year round possibility with the most flexibility. In the winter, the ski areas can operate "Plush Buses" (natural gas) to give an upscale feel for their patrons. **(32.2.9A and 32.2.6.3F)**

Sincerely,
DENNIS GLASS
Salt Lake City, UT

COMMENT #: 3421
DATE: 7/13/21 2:13 PM
SOURCE: Email
NAME: Thomas Carter

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
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Sincerely,
Thomas Carter
Salt Lake City, UT

COMMENT #: 3422
DATE: 7/13/21 3:33 PM
SOURCE: Email
NAME: Morton Pellatt

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
morton pellatt
Salt Lake City, UT

COMMENT #: 3423
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Leo Balitskiy

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Leo Balitskiy
Phone 646 - 643 - 4848
Email leousa@gmail.com
Address 11735 Gambel Oak Cir, Sandy UT 84092
Would you like to receive email updates? **Yes or No** already receiving

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

PREFERRED ALTERNATIVES:

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ALTERNATIVE COMMONALITIES:

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

There 2 decisio mistakes that are possible:
reversible and irreversible
Gondola may be a very much irreversible mistake
that VDOT can ever do.
Gondolas are almost like a fixed structure.
And custom taylorred and unique.
No stops additions are possible, or no changes
it/after its built. UDOT would be stucked
with problems surrounding it for whole
of its life

32.2.6.5A

Also, UDOT presently don't have much experience with cable transport, so if there are problems specialists might be very expensive. Budget overruns are most likely.

32.2.6.5BB

Gondola still prone to extreme weather conditions and like wind, wildfires and not fully solving ^{reduction} volume of people.

32.2.6.5K

There are many other large and small shortcomings, but the most fear and problem is that with gondola all off them are IRREVERSIBLE!

So and choices except gondola.

Thank you.

Leo

MAIL TO

Little Cottonwood Canyon EIS c/o HDR
2825 E Cottonwood Parkway, #200
Cottonwood Heights, UT 84121

OTHER WAYS TO COMMENT

- ④ LittleCottonwoodEIS.udot.utah.gov
- ⑉ LittleCottonwoodEIS@utah.gov

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

Little Cottonwood
Canyon
SR 210 / Wasatch Blvd to Alta



COMMENT #: 3424
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Sam Bloom

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7-13-21

Name Sam Bloom

Phone 530 - 400 - 5088

Email sambloom28@gmail.com

Address 680 S. Elizabeth St. Salt Lake City 84102

Would you like to receive email updates? **Yes or No**

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Please protect our beautiful canyon. Both of the top options proposed by UDOT will negatively impact this beautiful place. There is no reason to take action to permanently alter LCC prior to trying ALL other options. Importantly, these other options (increased bus service, car metering) are cheaper, scalable to BCC, and can be improved as technologies become available. It is not just to put money in the pockets of UDOT, alтай snowbird, in others, directly from the pockets of the tax payers. Please please please do not implement these destructive plans. It will be cherished by generations to come if the canyon is preserved. Our children will lose this valuable natural resource.

32.17A and 32.17B

32.2.9A and 32.2.6.3D

32.1.2D, 32.2.7A, 32.7B, and 32.7C

Thank you

MAIL TO

Little Cottonwood Canyon EIS c/o HDR
2825 E Cottonwood Parkway, #200
Cottonwood Heights, UT 84121

OTHER WAYS TO COMMENT

- ④ LittleCottonwoodEIS.udot.utah.gov
- ✉ LittleCottonwoodEIS@utah.gov

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COMMENT #: 3426
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Wilma Corkery

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7-13-2021

Name Wilma Corkery

Phone 801 - 631 - 6527

Email _____

Address 7526 SILVER FORK DRIVE, 84121

Would you like to receive email updates? **Yes** or **No**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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AGAINST BOTH PREFERRED ALTERNATIVES. METER
TRAFFIC AT PEAK USE TIMES AND INCREASE BUS SERVICE
AT THOSE TIMES.

32.2.9C and
32.2.9D
32.2.4A and
32.2.9A

COMMENT #: 3427
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Peter Cullen

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 13 Jul

Name Peter Cullen

Phone _____

Email BC85c@ATT.NET

Address 12165 Nicklaus SANDY

Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

1) Measure outside the mirrors of an F250 or Suburban. A 12' lane is too narrow for opposing traffic.

32.29D

2) Look at European snow removal. Switzerland uses plows with a rotary broom in the middle. extremely effective.

32.2.2II



COMMENT #: 3428
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Dave Cunningham

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional) Date 7/13/2021

Name DAVE CUNNINGHAM
Phone (977) - 777 - 4474
Email dchamre@gmail.com
Address 8190 Scandia Way, Cottonwood Heights, UT 84093

Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

Gondola B I most impressed with.
Ride for free as in the public
transportation gondola in Telluride.

32.2.9D and
32.2.4A

COMMENT #: 3429
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Lani Kai Eggertson-Goff

COMMENT:

Little Cottonwood Canyon
ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date ¹³ ~~7/14~~ /2021

Name LANI KAI EGGERTSEN-GOFF

Phone 801 - 608 - 4931

Email LKEGOFF@MAC.COM

Address 6766 S. 1495 E. COTTONWOOD HEIGHTS, UT 84121

Would you like to receive email updates? Yes No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

I truly appreciate the careful work to date by UDOT & the consultants. Please continue work on the most reliable alternative - GONDOLA B and I want to offer support for residents, businesses and visitors to pay for this expensive and CRUCIAL improvement.

I want there to be preservation of wilderness conservation of watershed and continued availability of recreation in both winter & summer for everyone

Thanks for putting on a great public hearing!

32.2.9D

32.13A and
32.12A

COMMENT #: 3431
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Michael Martin

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 07/13/21

Name MICHAEL MARTIN

Phone _____

Email MAIL @ VITAL-CONTACTS.COM

Address 8881 SPOKESMAN DR. - COTTONWOOD HILLS, UT. 84121

Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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LOOKING AT THE SCHEMATICS, THE COG/TRAX-LIKE RAIL APPEARS TO BE THE "CLEANER" OPTION - CARS COULD BE ADDED/REMOVED, THE LINE COULD BE ELEVATED (MONORAIL LIKE, AS SHOWN IN THE INITIAL APPROACH AT COTTONWOOD), AND THE LINES WOULD NOT CLUG OR NEED CLEARING (AS MUCH AS STREET OPERATIONS)... HOWEVER, THIS OPTION SEEMS TO BE OFF THE TABLE. WHAT?

32.2.9F

32.2.21

COMMENT #: 3432
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Steve Morley

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7-13-21

Name Steve Morley
Phone 801 - 455 - 8437
Email steve.morley@otis.com
Address 11065 Trailwood Cove 84092

Would you like to receive email updates? **Yes** or **No**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

Stop! A capacity and cost study
is a critical part of this process.
To study capacity after it is a
problem is irresponsible stewardship.

32.20B

COMMENT #: 3433
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Barbara Fitch

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date 6.13.21

Name BARBARA FITCH

Phone 801-944-9057

Email _____

Address 8081 SO SHORRHILLS DR Cottonwood Heights UT

Would you like to receive email updates? **Yes** or **No**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

It would be great if the busses were
electric.

32.2.6.3F

COMMENT #: 3434
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Micki Harris

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Micki Harris

Phone 801 - 831 - 1571

Email matandmic@gmail.com

Address 8738 S Grand Oak Dr Cottonwood Heights 84121

Would you like to receive email updates? **Yes or No**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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CC Andrea - She promised you would listen and make our comments equal to our businessmen

Wasatch Blvd

Baby step it with bus transit instead of more cars. Be progressive

- ① Faster speeds and more lanes make it dangerous!
- ② How do residents get out of their neighborhoods w/ 50mph and having to cross 6 lanes of traffic & pedestrian traffic. People will die and people have died.
- ③ Safety! I would think that would be #1 How to protect Utahns, protected bike lanes, more crosswalks, curvy roads and slow speeds - I might have a chance to get out of my neighborhood

32.2.6.2.2A
 32.2.2AA

COMMENT #: 3435
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Kari Hasebi

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Kari Hasebi

Phone 801 - 706 - 2766

Email Karihasebi@msn.com

Address 3656 E North Little Cottonwood Rd

Would you like to receive email updates? Yes or No

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UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

Where will the construction workers park while building the gondola base station? How long will the base station take to build?

32.2.7C
32.19B

COMMENT #: 3436
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: David Hiestand

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7-13-2021

Name DAVID HIESTAND

Phone 510 - 714 - 1426

Email DAVID.HIESTAND

Address 4033 CANYON VIEW PLACE

Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

PREFERRED ALTERNATIVES:

Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL) and Gondola B (from La Caille)

ALTERNATIVE COMMONALITIES:

Wasatch Boulevard Five-lane Alternative, Snow Sheds with Realigned Road Alternative, Trailhead Improvements and No Roadside Parking within 1/4 Mile Trailhead Parking Alternative, No Winter Parking Alternative, Mobility Hubs at Gravel Pit and 9400 South/Highland Drive and Travel Demand Management (Tolling, Vehicle Occupancy Restrictions)

UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

THE PLANS TO EXPAND SERVICE UP LITTLE COTTONWOOD ARE ~~BEING~~ ALL EXPENSIVE & SHORT SITED. THE BENEFIT THEY PROVIDE WILL ONLY BE USED ON A LIMITED # OF DAYS/YEAR AND THEY WILL CREATE CONSTRAINTS ON OTHER RESOURCES ON THOSE DAY. TECHNOLOGY IS RAPIDLY CHANGING AND SELF DRIVING CARS ON A SMART GRID WILL BE HERE WELL BEFORE BREAK EVEN ON ALL OF THESE PROJECTS. ADD MORE BUSES & LIMIT ACCESS TO CARS ON THOSE HIGHFLOW DAYS.

I SUPPORT THE EXPANSION OF TRAIL HEADS BUT NOT THE ROAD EXPANSION, CAR TIRAN OR GONDOLA. IT WILL BE A WASTE OF FUNDS.

- 32.1.2B
- 32.2.6H
- 32.2.2K
- 32.2.2L
- 32.2.4A
- 32.2.9O
- 32.2.9C
- 32.2.9E
- 32.2.9M

COMMENT #: 3437
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Elizabeth Eve King

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/12/21

Name Elizabeth Eve King
Phone _____
Email eveking@gmail.com
Address 9018 S 3605 E, Cottonwood-Canyon
Would you like to receive email updates? Yes No

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We don't want either. We find by that I mean hundreds of CC and Sandy residents of range + small.
None are included in either option.
One Billion sea animals died in the last two weeks. The West is burning. We need to ~~discuss~~ talk about other options
The noise, speed & pollution on Wasatch Blvd. is currently intolerable.

32.2.9C and 32.2.9E

32.2.6.2.2A

COMMENT #: 3438
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Kevan King

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date _____

Name Kevan King
 Phone 310 - 560 - 5305
 Email kevan.king7@gmail.com
 Address Cottonwood Heights UT
 Would you like to receive email updates? Yes No

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Wasatch Blvd parallels our backyard, motorcycles accelerate, many with altered mufflers, which is against noise ordinances, yet no one enforces them. UDOT installed two yellow flashing lights right on the other side of our backyard wall, and just high enough to shine & flash into our dining room & living room 24/7, why should we trust UDOT to have any interest in the residents of Cottonwood Heights.

32.2.6.2.2A

So many alternatives could be considered - for the long run for our environment, our safety, UDOT considers none of them. There is a money trail hidden somewhere that will be exposed.

32.2.7A

COMMENT #: 3439
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Karin Liimatta

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Karin Liimatta
 Phone 801 - 755 - 1906
 Email Karin.liimatta@gmail.com
 Address 2592 S Danish Rd Sandy
 Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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I'd like to encourage the enhanced bus service - especially during the 7-10AM time slot on the so busiest ski days. If the buses make faster and more eligible during the 7-10AM slot and personal vehicles are denied access until 10, the public will transition to public transport.

32.2.9A
32.2.2B

Also, please consider widening the shared path to allow all cyclists to use that and avoid the dangers of high speed travel with buses and vehicles.

32.2.6.2.2A

Thank you

No to Gondola since that is clearly a privatized intent to make money for a select few, damage the visual experience of the Wasatch, and create an ugly parking hub/gondola hub in a neighborhood setting.

32.2.9E
32.1.2D,
32.2.7A, 32.7B,
and 32.7C
32.4M

COMMENT #: 3440
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Karin Liimatta

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Karin Liimatta

Phone 801 - 755 - 1408

Email Karin.liimatta@gmail.com

Address 8592 S Danish Rd Sandy

Would you like to receive email updates? Yes No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

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Thank you for allowing time for public comment. I'd like to see more consideration for closing the canyon to personal vehicles from 7:30-10 AM and only using buses. The expensive toll would help but that would also be quite late approach so that those who can afford it will. Also, I continue to be concerned for the very popular biking, under with expanded lanes, increased speed, and more who service the bikers/who bike your canal-which are many given the climate change) will need to take their lives into their own hands as they maneuver between buses and shoulders. Any option for creating a wider bike lane for the shared use?

Thanks.

32.2.2B and
 32.2.2L
 32.2.4A and
 32.5A
 32.2.2E
 32.9A

COMMENT #: 3441
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: No Name

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION *(Optional)*

Date _____

Name _____

Phone _____ - _____ - _____

Email _____

Address _____

Would you like to receive email updates? **Yes** or **No**

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7 suggest:
Sell SR 210 to Snowbird and Alta for \$10
and let them deal with it.

Otherwise, subsidize every private business
with billions of dollars since there is no justification
for subsidizing 2 businesses in this way.

Let private markets work it out
by themselves.

32.1.2D,
32.2.7A, 32.7B,
and 32.7C

COMMENT #: 3442
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Bob Paxton

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Bob Paxton

Phone 801 - 450 - 8308

Email cautiousbob@gmail.com

Address 1073 W, 10250 Sa, S. Jordan, 84095

Would you like to receive email updates? **Yes or No**

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1. Comments from CWC on "capacity" of the canyon which risks 'over-use' of the canyon and the natural resources. This also negatively affects the visitor experience quality. We need capacity control as either option offers endless numbers of visitors.
2. Tolling is a negative knee-jerk reaction to force people into a government approved system. CWC has determined private vehicle transportation is critical to move sufficient population in a speedy manner.
3. A lot of money for 10-15 days / yr.
4. Concerned about 'enhanced bus system' - widening of LCC road. I fear 'landslides' similar to that of Provo Canyon 30 yrs. ago. This option will also

32.20B

32.2.4A

32.2.7C

32.2.6.3C

decrease the beauty of the road. In addition there will be many negative environmental impacts to the canyon.

32.17A, 32.12B, 32.13B, 32.17B

5. With either option, the resorts would need to increase personal changing areas / bag storage. Teenagers may not mind wearing all the ski clothes / coats / boots for an hour of transit. Most adults & families w/ children don't want to be fully dressed for the commute.

32.2.3A

6. It's difficult to get people to change their transportation habits - often due to 'time'. Private is almost always faster than public. Many of us ski until noon or 1pm & leave - thus allowing new patrons to visit in the afternoon. A single person in a car often skis part of the day - allowing others to join. I don't mind an hour of transportation for 3 hrs. of skiing. However 3 hrs of transportation - home -> parking -> gondola / bus & return could be 3 hrs for me as I may have to backtrack to mobility hubs, isn't really acceptable. It comes back to 'time'.

32.2.4A

MAIL TO

Little Cottonwood Canyon EIS c/o HDR
2825 E Cottonwood Parkway, #200
Cottonwood Heights, UT 84121

OTHER WAYS TO COMMENT

- ③ LittleCottonwoodEIS.udot.utah.gov
- ✉ LittleCottonwoodEIS@utah.gov

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



COMMENT #: 3443
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Ashley Persan

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Ashley Persan

Phone _____ - _____ - _____

Email ash.persan@gmail.com

Address 1978 Westminster Ave SLC 84108

Would you like to receive email updates? Yes or No

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I believe the bus alternatives to widen roads will have the greatest impact for the least benefit, longterm.

~~There is a significant downside~~
 I was suprised to see the little amount of towers needed for the gondola.

I am disappointed to see no alternatives mentioned for Big Cottonwood alternatives; would the gondola then go across the backcountry to link the canyons?

Time line, when will these be implemented; how many years?

More parking is an absolute must for the end of the canyons, so I was happy to see those alternatives.

32.7C, 32.12B,
 32.13B, and
 32.17B

32.1.1A and
 32.2.2Q

32.2.7C
 32.2.6.2.1C

Sept 2022

Page 32B-3466

Little Cottonwood Canyon Final EIS

COMMENT #: 3444
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Emily Pitsch

COMMENT:



Little Cottonwood Canyon
ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/21

Name Emily Pitsch

Phone 817-597-8310

Email epitsch95@gmail.com

Address SLC

Would you like to receive email updates? Yes No

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Alternatives that DO NOT permanently mark the canyon should be considered first. The canyon will be destroyed. What is a scenic byway with a gondola or 5 lane road? 70% of LCC traffic is not for the resorts. This is taxpayer money! We need an affordable solution. We need a metered canyon - no personal vehicles during peak hours - and more buses. Reconsider your two alternatives. This natural place must be preserved.

32.17A and 32.17B

32.1.2D, 32.2.7A, 32.7B, and 32.7C

32.2.2B, 32.2.2K, 32.2.2L, and 32.2.4A

COMMENT #: 3445
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Christian Prescott

COMMENT:

Little Cottonwood Canyon **ENVIRONMENTAL IMPACT STATEMENT**
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 6/13/21

Name Christian Prescott

Phone 843 - 610 - 9551

Email me@christianprescott.com

Address Vine St, Murray UT 84121

Would you like to receive email updates? Yes or No

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Enhanced bus service is my preferred alternative.
It serves multi-purpose users beyond resort boundaries. Canyons should remain accessible to users without paying a resort entry fee, and bus service is an opportunity to improve in that regard as well. Don't let resorts dictate canyon usage on the public dime!
Bus service allows flexibility in routes and frequency for season or time of day. In combination with commonalities like mobility hubs, parking alternatives, and demand management it can be implemented sooner to make an immediate impact and allow for adjustments if alternatives are more or less effective than expected.

Also my friend Ran is not able to read but I told him all about the alternatives and he says he doesn't want the gondola.

32.2.9A
32.2.6.3C
32.1.2D and
32.2.7A
32.2.6.3D
32.2.7C

32.2.9E

COMMENT #: 3446
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Landon Scheonmann

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7-13-21

Name LANDON SCHOENMANN
Phone 920 - 573 - 7506
Email landonreed.schoen@gmail.com
Address _____

Would you like to receive email updates? Yes or No

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Strictly enforce daily quotas on the ski resorts number of daily lift tickets sold. Option that further develop and diminish Little Cottonwood are not acceptable. FCC is too unique to be chopped apart for the profit of Snowbird and Alta. Future generations will be grateful that you didn't sell out.

32.2.2K

32.2.9G

32.2.7A

COMMENT #: 3447
DATE: 7/13/21 5:30 PM
SOURCE: Email
NAME: Caroline Weiler

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Caroline Weiler
Salt Lake City, UT

COMMENT #: 3448
DATE: 7/13/21 6:32 PM
SOURCE: Email
NAME: Karl Shuman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Karl Shuman
SLC, UT

COMMENT #: 3449
DATE: 7/13/21 8:29 PM
SOURCE: Email
NAME: Jovan Nunez

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Jovan Nunez
South Jordan, UT

COMMENT #: 3450
DATE: 7/13/21 9:06 PM
SOURCE: Email
NAME: Susan Edwards

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**

I am thrilled that more people finally want to enjoy our Wasatch Front. Having hiked here since 1976 I have definitely seen the change. Sure, I would prefer less congestion. The gondola idea will not solve the problem but will create many more and scar the land. **(32.2.4A, 32.7C, and 32.17A)** PLEASE PLEASE PLEASE - NOT THE GONDOLA!!!! **(32.2.9A)**

Bus service with stops at trailheads seems most reasonable - especially if somehow the bus had priority over private car. **(32.2.6.3C)** Perhaps the bus would be a mix of 12 passenger vans (more) and our usual buses (that accomadate bikes/skis?). **(32.2.6.3N)**

Susan Edwards

Sincerely,
Susan Edwards
Salt Lake City, UT

COMMENT #: 3451
DATE: 7/13/21 9:31 PM
SOURCE: Email
NAME: Rebecca Abbey

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Rebecca Abbey
Salt Lake City, UT

COMMENT #: 3452
DATE: 7/16/21 5:32 PM
SOURCE: Website
NAME: Cierra DeWaal

COMMENT:

Thank you for taking steps forward to improve capacity on our mountains. I'm in favor of expanding the road to add a dedicated bus lanes. I think this is the more fiscally responsible option as compared to the gondola. **(32.2.9B)**

COMMENT #: 3453
DATE: 7/16/21 7:06 PM
SOURCE: Website
NAME: Chris Crossett

COMMENT:

yes Gondola!!!!!! use that option.....but no Tolling. the taxpayers will already be paying for it...so please don't add more costs that are unneeded... (32.2.9D , 32.2.4A, and 32.2.7A)

COMMENT #: 3454
DATE: 7/16/21 7:21 PM
SOURCE: Website
NAME: Emily Robinson

COMMENT:

Love the gondola for LCC. **(32.2.9D)**
What types of sustainable and fast options can we offer for BCC **(32.1.1A)**

COMMENT #: 3455
DATE: 7/16/21 7:28 PM
SOURCE: Website
NAME: M Jeffrey Painter

COMMENT:

Build the gondola **(32.2.9D)**

COMMENT #: 3456
DATE: 7/16/21 7:41 PM
SOURCE: Website
NAME: David Tillotson

COMMENT:

The more I learn the more the gondola does not make sense. I would love for UDOT to disclose the facts, I have not seen these in any udot provided materials. My understanding is that LCC sees an average of 7,000 cars per day, but on the heavy traffic days sees over 15,000. At an average of 1.5 people per car (this is the problem) that means 22,500 people per day. The gondola can accommodate 30 people every 2 mins, or 900 people per hour. So on a busy morning with 3 hours of running the gondola will alleviate about 12% (and the 1,500 stall garage will be full). WHAT AM I MISSING?!?!
(32.2.4B, 32.2.6.1.1C, and 32.2.6.5J)

I've seen many comments online in favor of the gondola stating nobody wants to ride a bus but people will ride a shiny gondola. I'll tell you what's worse than taking a bus to snowbird or Alta... taking a bus...to a gondola station....waiting 2+ hours in line...and then taking a gondola up the mountain.
(32.2.6.5C)

Please disclose the facts! Car counts, gondola capacity, assumptions on costs and operating costs.
(32.2.4B, 32.2.6.5J, and 32.2.7C)

Sexy and shiny is not always better. Anyone who has had to fly out of terminal B at the new \$4B shiny SLC airport will agree, shiny is not always better.

Please do not let our state make another logistical mistake.

COMMENT #: 3457
DATE: 7/16/21 7:52 PM
SOURCE: Website
NAME: Sean Leonard

COMMENT:

Gondola is a short-sighted. You can't add more cars, the roads to the base station will equal the current junk show albeit before the mouth, and it's going to ruin the views in the canyon. **(32.2.6.5E)**

COMMENT #: 3458
DATE: 7/16/21 8:24 PM
SOURCE: Website
NAME: Haley Peacock

COMMENT:

I love the Gondola idea!!! I think the thrill of the gondola offsets the inconvenience of not being able to drive your own car up. A bus option is a complete fail compared. Here's to hoping we have a gondola in a few years!! **(32.2.9D)**

COMMENT #: 3459
DATE: 7/16/21 8:32 PM
SOURCE: Website
NAME: Elizabeth Taylor

COMMENT:

I'm concerned about the environmental impact of both of these choices, but I also want to know which of these choices benefits the ski resorts the most. **(32.2.7A)** If fees are collected at the mouth of the canyon, where would those fees go? **(32.2.4A)** And how much credence has been given to the idea of simply charging users for entering the canyon? **(32.2.4A)** My concern is that the canyon access seems to be devoted to the largely out of state skiers, and the resorts, than to local and lifelong users. This is potentially leaving us to foot the bill and not allowing locals limited access to the canyon during extensive and destructive construction. **(32.2.4A, 32.2.7A, and 32.2.7C)**

COMMENT #: 3460
DATE: 7/16/21 8:40 PM
SOURCE: Website
NAME: Deborah Quigley

COMMENT:

I strongly support the gondola option. **(32.2.9D)** As we are trying to improve air quality and attract out-of-state tourism, the gondola will provide the most bang for our buck in the investment. **(32.10A)** As convenient as individual transportation is, we cannot continue doing what we have always done and maintain our beautiful mountains. Gondola makes sense.

COMMENT #: 3461
DATE: 7/16/21 9:09 PM
SOURCE: Website
NAME: Caleb McKenzie

COMMENT:

I ski a lot in Big Cottonwood canyon, but I also ski at Alta and Snowbird occasionally and I am against widening the road, it would hurt the wildlife and the beauty of the canyon, but a gondola would be even worse. **(32.2.9C, 32.13A, 32.13B, 32.17A, and 32.17B)** One of the things I like the most about Big and Little Cottonwood Canyon is that they are not as developed as Park City is. I know that there is a problem, but I don't feel like either of these options are a valid solution. **(32.2.9G)**

Thanks Caleb McKenzie

COMMENT #: 3462
DATE: 7/16/21 9:21 PM
SOURCE: Website
NAME: David Wilcox

COMMENT:

Please, please, please consider the gondola! **(32.2.9D)** That seems like the obvious choice. We don't need more buses. That's not a long-term solution. Traffic will continue to worsen. **(32.7B and 32.7C)** I am a 28 year old medical student who loves to ski. I would never take the bus, but I would definitely ride a gondola. Invest in a gondola!

COMMENT #: 3463
DATE: 7/16/21 9:28 PM
SOURCE: Website
NAME: Richard Grossen

COMMENT:

In all the discussions, the option of not accepting the ikon pass at Alta/Snowbird isn't shown as an option. **(32.2.2K)** I've lived at the mouth of Little Cottonwood Canyon for 30+ years. The Ikon pass definitely had a significant impact. It was especially noticeable on holidays, when Ikon passes were blacked out...and there was new snow. Unless the resorts are too greedy with the ikon funding.

COMMENT #: 3464
DATE: 7/16/21 9:57 PM
SOURCE: Website
NAME: Dave Connors

COMMENT:

Any solution, IE the gondola, that is built to expressly benefit Alta and Snowbird should come out of their pocket. **(32.2.7A)** It's a ridiculous idea to ask those that don't use the canyon for skiing at the resorts to pay for such a plan. Unless they're willing to offer SIGNIFICANTLY discounted passes to locals there is no way the public should be asked to pay for a gondola for them to make more money. We want easier access to the canyon. Not to the resorts. **(32.7C and 32.1.2C)**

COMMENT #: 3465
DATE: 7/16/21 10:17 PM
SOURCE: Website
NAME: Scott Munden

COMMENT:

I prefer option B the gondola. Costs are comparative and it is environmentally friendly. Also I like that it is possible to run it even if there is an avalanche providing more safety and security for those at the resorts in inclement weather. **(32.2.9D)**

COMMENT #: 3466
DATE: 7/16/21 10:19 PM
SOURCE: Website
NAME: Andrew Fitzgerald

COMMENT:

The gondola alternative is critical to reduce the massive pollution of cars driving in the canyons. **(32.10A)** Considering the drinking water source, it's rather obscene that so many cars are allowed in the canyon. **(32.12A and 32.12B)** A 4 lane highway of buses is merely a continuation of the status quo pollution and traffic. A high speed gondola is the alternative that will protect drinking water and the desirability of the Utah ski resorts to maintain their tourist appeal and protect drinking water. **(32.2.9D)**

COMMENT #: 3467
DATE: 7/16/21 10:29 PM
SOURCE: Website
NAME: Glenn Burns

COMMENT:

The gondola is the way to go. 1 vote for gondola. **(32.2.9D)**

COMMENT #: 3468
DATE: 7/16/21 10:30 PM
SOURCE: Website
NAME: Milo Peck

COMMENT:

I was probably the first to suggest this option, and I have followed it through this process. I have considered all of the other options, their pros and cons, and strongly feel that the gondola not only provides the most benefits, but it also comes with the fewest obstacles. The sooner we can get started, the sooner we can realize its benefits. **(32.2.9D)**

COMMENT #: 3469
DATE: 7/16/21 11:10 PM
SOURCE: Website
NAME: Matthew Abell

COMMENT:

I believe the gondola sounds like the best option and most sustainable for the future of Little Cottonwood Canyon. This is a beautiful place and we need to make the long term decision to protect it know. Thank you. **(32.2.9D)**

COMMENT #: 3470
DATE: 7/16/21 11:11 PM
SOURCE: Website
NAME: Tyson Brooks

COMMENT:

Build the road. (32.29D)

COMMENT #: 3471
DATE: 7/16/21 11:37 PM
SOURCE: Website
NAME: Connor Lange

COMMENT:

Little cottonwood has some of the best climbing boulders in the world! Many are just off the side of the road. I would be really sad if these are impacted . **(32.4A nd 32.4B)**

COMMENT #: 3472
DATE: 7/17/21 1:09 AM
SOURCE: Website
NAME: Amelia Ortega

COMMENT:

Speed kills. Few respect the 50 mph speed limit. This is a clear and present danger to cyclists, pedestrians and wildlife. Please lower the speed limit and then ticket speeders until people stop speeding. I live on Creek Road. Today a car sped by going at least 60 mph. If a child or pet popped into the street there is no way he could have stopped their car in time to avert disaster. Please lower the speed limit. Lives depend you. **(32.2.6.2.2A)**

COMMENT #: 3473
DATE: 7/17/21 3:12 AM
SOURCE: Website
NAME: Randall Parker

COMMENT:

Austria solved this problem with a tunnel and train system. That avoids the perpetual eye sore of a Gondola going up the canyon forever. Worth extra cost or issuing a Bond for a Tunnel that is hidden from view. Technology is already developed, tested in Switzerland and Austria. Do not ruin the canyons with a Gondola. **(32.2.2C, 32.2.9F, and 32.2.9E)**

COMMENT #: 3474
DATE: 7/17/21 5:25 AM
SOURCE: Website
NAME: Cory Miller

COMMENT:

Hands down this is a great idea. Are money will be well spent. Can't wait to just take family to dinner.
Thanks **(32.29D)**

COMMENT #: 3475
DATE: 7/17/21 7:34 AM
SOURCE: Website
NAME: Daina Pettit

COMMENT:

Neither option is acceptable or needed. **(32.1.2B)** They are both very expensive and provide for no increase in revenue to cover their cost. Instead Alta and Snowbird need to require reservations. That's all. **(32.2.4A)** We do that now with the pandemic with so many businesses. This solution costs the taxpayers nothing. It requires no government enforcement. The existing road is sufficient. No tolls needed. This *is* the simplest and best solution.

COMMENT #: 3476
DATE: 7/17/21 8:11 AM
SOURCE: Website
NAME: David Tillotson

COMMENT:

I really want UDOT to consider putting an additional noise wall on the north side of 209, east of proposed wall #15, and just west of the bridge by the V. My neighbors and I live on a single loaded section of canyon view place (below 209) and get a lot of noise from the highway. So much so that you can hear conversations of passing bikers. **(32.11F)**

Please please please consider putting a wall in this area.

COMMENT #: 3477
DATE: 7/17/21 8:15 AM
SOURCE: Website
NAME: Richard Wetherell

COMMENT:

The gondola is the only long term solution that has merit. Parking at the base is the exact same problem for buses and gondola. Do it right now , or do it again later. **(32.2.9D)**

COMMENT #: 3478
DATE: 7/17/21 8:42 AM
SOURCE: Website
NAME: Amy Rowland

COMMENT:

I am 100% opposed to the gondola in Little Cottonwood Canyon. **(32.2.9E)** I am also opposed to widening the highway to create a separate lane for buses. **(32.2.9C)** Increased year round bus service should be the solution **(32.1.2B and 32.2.6.3C)**, and during heavy use periods (weekends and holidays) during the ski season, private automobiles should be banned from the canyon, so that the buses have a dedicated lane. **(32.2.2B)** Avalanche sheds should be constructed in limited areas over the highway and they should be designed to allow wildlife to cross the highway safely year round. **(32.2.9K)** The ski areas should have plans to decrease their parking lots with some ability to develop those into more accommodations for overnight guests. **(32.2.4A)**

COMMENT #: 3479
DATE: 7/17/21 11:04 AM
SOURCE: Website
NAME: Kenneth Stern

COMMENT:

I'm a new Utah resident, moving here from CA in 2020. I have travelled up the LCC many times throughout the year. Only once during a snowstorm was the transit disrupted and we turned around. The existing road works ! Don't damage the canyon with more building.

I listened to the recording of the public comments and there are some great ideas.

My suggestions :

1. Expand bus service . If it's convenient and timely people will use it. I know it's more convenient in your own car but the canyon needs to be protected . The area is growing . That's for certain . We have to change people's transportation methods . If only a Bus is available they will use it. **(32.2.9A)**
2. Limit the amount of people in the canyon. People parking on the shoulder is a hazard. Give out a limited number of passes - people can register for them. Don't allow more cars than the canyon can support. That is easy to implement and support. **(32.2.2K and 32.2.4A)**

The comments about a capacity study are right on.

The ONLY way to plan is with data. With no data it's a guess.

We love the canyons and want to see them preserved .

Don't build more. **(32.2.9G)**

Thank you for the opportunity to comment.

Regards,
Ken

COMMENT #: 3480
DATE: 7/17/21 11:06 AM
SOURCE: Website
NAME: Greg Hill

COMMENT:

As an Alta employee from 1983- 2005 I rode the bus when it was available. It was remotely convenient and never enjoyable. It worked because I had employee locker space. As a patron, I drive. The cost of a locker at the resort buys a lot of gas and having my own vehicle for gear storage works well. I like the gondola proposal but if my gear is stored eight miles down the canyon it doesn't work. The weather at Alta is different than on Wasatch. Public transportation needs to include skier services with reasonably priced locker space at the resort. Doesn't matter how you get there, if you do not have gear options it is going to be a tough day. **(32.2.3A)**

COMMENT #: 3481
DATE: 7/17/21 11:15 AM
SOURCE: Website
NAME: Whitney Laycock

COMMENT:

I am in favor of the gondola. (32.2.9D)

COMMENT #: 3482
DATE: 7/17/21 12:59 PM
SOURCE: Website
NAME: Debi Wilcox

COMMENT:

I think it's a great idea! Looks amazing and would make a difference in the congestion **(32.29D)**.

COMMENT #: 3483
DATE: 7/17/21 1:06 PM
SOURCE: Website
NAME: Russell Tenderholt

COMMENT:

I am definitely in favor of the gondola solution. Everyone can agree that something must be done to alleviate the traffic congestion and other associated problems with transportation up and down the canyon. The gondola would be the most energy efficient, cost efficient and environmentally sound solution. **(32.2.9D)**

COMMENT #: 3484
DATE: 7/17/21 2:21 PM
SOURCE: Website
NAME: Aaron Johnson

COMMENT:

Although I grew up in Cottonwood Heights just off of Highland Drive and graduated from Brighton High School, I live in Portland, Oregon now. That being said, I make the trip to one of the four Cottonwood Canyon resorts at least once a year, often twice. I also still see Cottonwood Heights as home and hope to return again as a resident someday. When in Utah, I usually try to ski on a weekday when the canyon will be less busy. On less busy days, there is not a chance that I park my car and hop on the bus. But if there was a gondola, I might very well park my car most the time and hop on board because gondolas are awesome. Also, as an out-of-towner who no longer has mountain views every day, taking in the canyon from above would be an amazing way to start and end a ski day! **(32.2.9D)** Finally, in the EIS summaries I looked at, I saw no mention of expected revenue to cover annual O&M costs. Have you taken revenue projections into account? **(32.2.7D)** My uneducated hunch is that the gondola would outperform buses hand over fist, especially on weekdays. Good luck with the final decision!

COMMENT #: 3485
DATE: 7/17/21 3:40 PM
SOURCE: Website
NAME: Mark Parry

COMMENT:

I think the Gondola is the better option as the traffic is the worst during inclement weather. **(32.2.9D)**
The bus proposal will do nothing to alleviate congestion during a storm. Providing different modes of transportation provides better redundancy. If there is an accident the buses will be just as stuck as all the cars. **(32.2.6.3P)**

COMMENT #: 3486
DATE: 7/17/21 3:51 PM
SOURCE: Website
NAME: Susan Ogilvie

COMMENT:

How will these transportation proposals control the number of people in the canyon? **(32.20C)** What is a reasonable capacity of the ski resorts and trails? **(32.20B)** Who is going to say FULL? The experience in the canyons whether summer or winter requires some determination how many people can have an enjoyable experience. We do not want it to be Disneyland and a gondola is NOT a good idea. **(32.2.9D)**

COMMENT #: 3487
DATE: 7/17/21 4:03 PM
SOURCE: Website
NAME: Adele Breeden

COMMENT:

Please, widen the road! too many problems without having a car, more huge parking lots needed below the canyon, too long a wait to get up the mountain on a gondola, will have to pay to ride gondola, NO GOOD! The road needs widening anyway! Thank you! ADELE (32.2.2P)

COMMENT #: 3488
DATE: 7/17/21 4:37 PM
SOURCE: Website
NAME: Adam Christensen

COMMENT:

I like the idea of a gondola. It would provide beautiful views of the canyon during the ride, and I don't think that it would be that big of an impact to the views of the canyon from the ground. **(32.2.9D and 32.17A)** My concern would be that if this is funded by tax dollars who will be operating it, and what would it cost to use? **(32.2.4A)** I would hope that operation would remain with UDOT, or maybe UTA, and stay affordable and accessible to the public at large, not just the resort patrons. **(32.2.6I)**

COMMENT #: 3489
DATE: 7/17/21 5:23 PM
SOURCE: Website
NAME: Amy Sorensen

COMMENT:

Please do not put in a gondola. **(32.2.9D)** It will ruin the look of the mountains. **(32.17A)** Bussing as in national parks would be so much better. **(32.2.2B)**

COMMENT #: 3490
DATE: 7/17/21 5:48 PM
SOURCE: Website
NAME: Rusty Johnson

COMMENT:

Been going up to snowbird all my for the last 46 years. I say we put the gondola in **(32.2.9D)**

COMMENT #: 3491
DATE: 7/17/21 6:27 PM
SOURCE: Website
NAME: Robert Stevens

COMMENT:

Doppelmayr makes very good lifts and are local in SLC. **(32.29D)**

COMMENT #: 3492
DATE: 7/17/21 6:29 PM
SOURCE: Website
NAME: Lily Oda

COMMENT:

A gondola would scar the beautiful canyon and would be far less efficient than a bus-only lane.
(32.17A, 32.17B, and 32.2.9B)

COMMENT #: 3493
DATE: 7/17/21 7:23 PM
SOURCE: Website
NAME: Ryan Griffiths

COMMENT:

I think this is perfect! It addresses all of the issues with accessing this canyon in the most responsible way possible. **(32.29D)**

COMMENT #: 3494
DATE: 7/17/21 7:35 PM
SOURCE: Website
NAME: William Armero

COMMENT:

Hello,

I think we should have small incremental changes in the little cottonwood canyon before we pay a ton of money for a gondola that may or may not function as aimed. We should start discouraging private car access and enhancing bulk transport. Limiting car transport to those with 3+ people or reservations/groups. **(32.2.4A)** Increase bus access from all over the valley with stops at the most popular trailheads. **(32.2.2I and 32.2.6.3C)** Do not widen the road either, the environmental impact would be horrible. **(32.2.9C)**

Start with small, scalable changes to limit car travel and enhance the buses. **(32.2.4A and 32.2.9A)** the technology is already present (the road), we do not need to jump straight into building a massive gondola.

Thank you,
William Armero

COMMENT #: 3495
DATE: 7/17/21 7:39 PM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

NO GONDOLA NO WIDE ROADS. **(32.2.9E and 32.2.9C)** I see right through your helicopters during construction, right through your explosives to build snowsheds. You are RIDICULOUS. Why would you propose all of this shenanigans if there is a simple solution. Ever heard of Occams Razor? The SIMPLEST SOLUTION IS THE PREFERRED. People will take their private cars up the road with the gondola floating through the air. **(32.2.4A)** What are you going to do during construction? **(32.4C)** There is NOTHING IN THE EIS to solve a contamination issue with our watershed. I can't bring my dog in the canyon because his pee will pollute our water but you can bring explosives, bulldozers, and paving equipment? **(32.12A and 32.12B)** Why are you spending our taxpayer dollars on a transportation "solution" that benefits two big ski resorts that are FILTHY RICH. **(32.2.7A)** The citizens see right through your gondola works propaganda. THE CITIZENS HAVE SPOKEN and we want an affordable, minimally impactful, reasonable solution that doesn't destroy our sacred place."

COMMENT #: 3496
DATE: 7/17/21 7:45 PM
SOURCE: Website
NAME: Isaac Locke

COMMENT:

SR-210 does have its problems, but the answer is not to spend \$500million on a device that will not work, and will cause untold and unseen environmental damage **(32.7B and 32.7C)**. There is no need to build a new, taxpayer funded extravagance. **(32.2.7A and 32.1.2B)** Fix the busses! The resorts have dragged their feet on doing this, and should be ashamed. Improve the current process, building a new one will create unseen and catastrophic damage. **(32.2.9A)**

COMMENT #: 3497
DATE: 7/17/21 7:51 PM
SOURCE: Website
NAME: Audrey Hull

COMMENT:

I am for a Gondola and buses on the canyon. Maybe limit cars to employees only (32.2.2W and 32.2.4A)

COMMENT #: 3498
DATE: 7/17/21 8:57 PM
SOURCE: Website
NAME: Charles Swallow

COMMENT:

I strongly prefer a gondola and large covered parking structure at base of canyon over more bus lines
(32.2.9D)

COMMENT #: 3499
DATE: 7/17/21 9:25 PM
SOURCE: Website
NAME: Amy King

COMMENT:

We loved the gondolas in Switzerland. Got a lot of people quickly to places not accessible any other way. I like the idea of a gondola as long as it is affordable to ride. **(32.2.9D and 32.2.4A)**

COMMENT #: 3500
DATE: 7/18/21 1:07 AM
SOURCE: Website
NAME: Rut Pinjosovsky

COMMENT:

Yes! I totally agree with the gondola. In fact most of our canyons should have one like in Switzerland!
(32.2.9D)

COMMENT #: 3501
DATE: 7/18/21 6:26 AM
SOURCE: Website
NAME: William Olson

COMMENT:

No gondola! Keep our mountains wild. (32.2.9E)

COMMENT #: 3502
DATE: 7/18/21 7:18 AM
SOURCE: Website
NAME: Kay Tran

COMMENT:

Strongly prefer bus option and avi sheds. (32.2.9A)

COMMENT #: 3503
DATE: 7/18/21 8:18 AM
SOURCE: Website
NAME: Adam Carpenter

COMMENT:

I support the gondola. BRT is not a long term solution. (32.2.9D)

COMMENT #: 3504
DATE: 7/18/21 8:43 AM
SOURCE: Website
NAME: Sid Alvey

COMMENT:

If both proposals are close to the same cost, the preferred option is the gondola. It disrupts so much less both in the canyon and out, and it adds real value to the canyon year round. A wider road will never do that. Parking is handled at the bottom of the canyon instead of the top. It would give emergency access when the canyon is closed due avalanche danger, and it would be the least impactful to the precious environment. **(32.2.9D)**

COMMENT #: 3505
DATE: 7/18/21 8:44 AM
SOURCE: Website
NAME: Whitney Wilkinson

COMMENT:

I am against the gondola option. **(32.2.9E)** As a resident of the area, I think it will be damaging to the environment, be too noisy and ruin the beautiful, unobstructed view up the canyon. **(32.11D and 32.17A)** Canyon congestion only happens on a few powder days a year and doesn't warrant a huge and very expensive project such as the gondola. **(32.1.2B and 32.1.4D)** I do support adding more frequent busses. With either option, the ski resorts should contribute financially. **(32.2.9A and 32.2.7A)**

COMMENT #: 3506
DATE: 7/18/21 9:00 AM
SOURCE: Website
NAME: Malina Barrett

COMMENT:

Promoting a gondola system that's used by elitists who can afford ski passes to Snowbird and Alta at the expense of all taxpayers in Utah is not fair. Additionally, is it the taxpayers' responsibility to ensure Alta and Snowbird owners gold lined pockets of profits? **(32.2.7A)**

Now looking at the bigger picture of a \$595 million project cost; the likelihood of cost overruns are extremely likely, as it is a new design of the worlds' longest gondola. Just look at the cost overruns of the Salt Lake Airport that was initially estimated to cost \$1.8 billion and ended up costing \$4 billion...and that project was on flat ground, and not an entirely new engineering concept and design.

Utah, A Pretty Great State. How pretty will the canyon look with enormous concrete towers, concrete shelters and a gondola obscuring the scenic natural beauty of the Wasatch Mountains? **(32.17A)** Let's not take Utah, Life Elevated, literally with the construction of an eye sore gondola system. Improved bus service or enhanced bus service should be the choice of Utahns. **(32.2.9A)**

COMMENT #: 3507
DATE: 7/18/21 9:27 AM
SOURCE: Website
NAME: Dane Struve

COMMENT:

I think the gondola is a creative and effective option for reducing traffic up the canyon. The one concern I have with the gondola is the parking situation at the mouth of the canyon. A massive amount of parking would need to be created to accommodate all the riders of the gondola. The gondola is my first option, but parking still needs to be addressed. **(32.2.9D, 32.2.6.2.1C, and 32.2.6.5E)**

COMMENT #: 3508
DATE: 7/18/21 9:41 AM
SOURCE: Website
NAME: Korban Lee

COMMENT:

I am in favor of the gondola system up Little Cottonwood Canyon. **(32.2.9D)** Its long term impact on the environment and the footprint of the canyon is less than widening the existing road. **(32.13A and 32.13B)** Further, this helps to create alternative transportation options, diversifying the way we can travel. I am also a fan of ways to reduce our reliance on automobiles and busses.

COMMENT #: 3509
DATE: 7/18/21 10:10 AM
SOURCE: Website
NAME: Orlando Antelope

COMMENT:

Terrible idea. Won't solve the problem. Will need extensive maintenance over time **(32.29D)**

COMMENT #: 3510
DATE: 7/18/21 10:56 AM
SOURCE: Website
NAME: Janelle Heck

COMMENT:

I think the proposed gondola is similar to the pumps in the West Desert.....worthless idea and dealing with the past. With climate change, I believe the canyons are going to see less and less snow and fewer people that are going to want to ski there. **(32.2.2E)** We need something temporary that can take us a few years into the future while we still get enough snow to allow skiing. An expanded bus system is the right alternative. **(32.2.9A)** Also, the ski resorts should just stay closed when the roads are impassable. They should limit the number of skiers as well. **(32.2.2K)** A gondola is the wrong idea. **(32.2.9E)**

COMMENT #: 3511
DATE: 7/18/21 11:15 AM
SOURCE: Website
NAME: Michael Hyde

COMMENT:

I think the gondola makes the most sense to match the needs of LCC and the Salt lake valley. **(32.2.9D)**. The capacity of the gondola is a little concern but as technology improves with Gondola and chair lift systems this will be only be improved upon and will be more than capable to meet the demands of a growing population that Salt Lake is experiencing. The gondola offers an opportunity to vastly improve Salt lakes public transport system. There would be opportunity for future connections and even gondola network in the city. We could have park and rides with gondola connections to LCC in Sugarhouse and Sandy which would further improve congestion around the mouth of the canyon. This could be installed and maintained at a fraction of a cost/impact compared to other mass transit alternatives. **(32.2.2I)**

There are a few issues with gondola; people would struggle to access the same amount of backcountry as they can by just driving to trail heads. **(32.4G and 32.2.4A)** I think that by providing an hourly bus service that stop at certain trail heads would be a good solution and can reassessed regularly to make sure its meeting the demands of the users. **(32.2.6.3C)**

COMMENT #: 3512
DATE: 7/18/21 12:07 PM
SOURCE: Website
NAME: Stephen Brown

COMMENT:

Planning never seems to take place until after the need has emerged. This is the lesson learned from a traffic-weary former Atlanta commuter. With this thought in mind, I'd suggest, whatever alternative is ultimately selected, you begin planning and budgeting for the other alternative. Just remember, if you build it, they will come. --A concerned skier from out of state. **(32.29D)**

COMMENT #: 3513
DATE: 7/18/21 1:01 PM
SOURCE: Website
NAME: Jon Doe

COMMENT:

Please stop selling Utah out and over running all roads along with the Resorts should be paying for all the new destruction of the canyons. **(32.2.7A)**

COMMENT #: 3514
DATE: 7/18/21 2:30 PM
SOURCE: Website
NAME: Letitia Hone

COMMENT:

A gondola only helps the ski resorts it would not relieve any of the traffic or backing up of cars in the canyon. **(32.2.7A, 32.7B, and 32.7C)** Running more busses with stops along the canyon at popular trailheads would be more useful and a better use of money. **(32.2.9A and 32.2.6.3C)** It would help ski season and off season traffic in the canyon.

COMMENT #: 3515
DATE: 7/18/21 5:41 PM
SOURCE: Website
NAME: Doug Werner

COMMENT:

Gondola! (32.29D)

COMMENT #: 3516
DATE: 7/18/21 7:38 PM
SOURCE: Website
NAME: Christian Lenhart

COMMENT:

I am very much in favor of addressing traffic congestion in the Cottonwood Canyons. However, I disagree with the approach UDOT is taking of addressing one canyon at a time. I think that limitation is creating unnecessarily complicated solutions, such as the 20-mile long gondola or expanded bus lanes. **(32.1.1C)**. Why not improve bus service up both canyons at once, paid for by a toll? **(32.1.1A and 32.2.4A)** Then build a gondola between the two canyons at the top - a much shorter distance. **(32.2.2Q)** That way, when one canyon is closed due to weather/avalanches, riders would be able to ride the bus up the other canyon, then ride the gondola to their final destination. This solution could be paid for entirely by the tolls, at no expense to taxpayers who do not regularly travel up the canyons. **(32.2.4A)** I urge UDOT to broaden their scope before committing to any improvement plan for the canyons. The two canyons can work better together than either can alone. **(32.1.1C)**

COMMENT #: 3517
DATE: 7/18/21 8:05 PM
SOURCE: Website
NAME: Richard Alley

COMMENT:

This is the only option. Increased buses is a 1950s solution. It's time to make our mountains like Europe. Easy to get around, low emissions. Hopefully this is a first step and also being considered is how this could tie in to Brighton or AF canyon. Ideally a gondola access into Utah county could save even more time, pollution etc. **(32.2.9D, 32.2.2Q, and 32.2.2J)**

COMMENT #: 3518
DATE: 7/18/21 8:29 PM
SOURCE: Website
NAME: Paula Rzomp

COMMENT:

As a former Ogden Valley resident and skier, this practical solution is long overdue in being implemented! Be proactive in thinking about the future! Thank you!
#GoGondola **(32.2.9D)**

COMMENT #: 3519
DATE: 7/18/21 10:51 PM
SOURCE: Website
NAME: Daniel Butters

COMMENT:

I like the idea of the Gondola, I just think that there should be more parking than is proposed, otherwise it will not garner the ridership it needs. **(32.2.9D and 32.2.6.2.1C)**

COMMENT #: 3520
DATE: 7/19/21 7:23 AM
SOURCE: Website
NAME: Jeff Chatelain

COMMENT:

Gondola is the perfect solution, parking, pollution and avalanche safety would be resolved (mostly)
(32.2.9D)

COMMENT #: 3521
DATE: 7/19/21 8:50 AM
SOURCE: Website
NAME: Doug Wylde

COMMENT:

You'd be dumb not to do it. It's that or build a wider road..... but my question. Will it continue to operate in a white out. Or will skiers be stuck on the mountain. Will Uta continue to shuttle as well? For those employees working late? **(32.2.6.5K and 32.2.2W)**

COMMENT #: 3522
DATE: 7/19/21 8:54 AM
SOURCE: Website
NAME: Jordan Peterson

COMMENT:

Like most, I don't understand why widening the road and gondolas are the only two options the state is considering. Especially because of how few days of the year we actually need to relieve traffic pressure (20 days in the ski season). **(32.1.2B and 32.1.4D)** Why not start slow? Build a booth and turn cars away at the mouth when max capacity is reached, and funnel people to park and rides to commute via bus. **(32.2.2K and 32.2.4A)** I'm a sandy resident, and like everyone else, we're feeling pretty jaded by the fact that all of this irreversible construction is being done at the behest of the resorts so that for 20 days of the year they can maximize the number of lift tickets they sell. **(32.2.7A)** Do the right thing, slow your roll, and let's consider what's best for the majority of residents. Not special interest groups.

COMMENT #: 3523
DATE: 7/19/21 9:35 AM
SOURCE: Website
NAME: Richard Stribling

COMMENT:

You should look at metrocable in medellin colombia as it is very comfortable and efficient **(32.29D)**.

COMMENT #: 3524
DATE: 7/19/21 9:55 AM
SOURCE: Website
NAME: Jackie Russell

COMMENT:

The most compelling argument against the gondola option is you are using public tax dollars to directly support, and exclusively support, private businesses. **(32.2.7A)** It is operating under the strong, incorrect assumption that the vast majority of congestion in the canyon is caused by access to ski resorts. **(32.7C)** However, by the parking along the roadside alone, it is obvious that is not the case. A gondola will not relieve congestion from any other activity in the canyon. This feels like an option that is being driven by the resorts. **(32.7C and 32.2.4A)**

The best argument against widening the road is that this will also not improve congestion or the parking situation all the way up the canyon. And, it will negatively impact so many recreational spaces as well as the beauty of the canyon. **(32.7C and 32.4A)**

The bus option was by far the best one on the table, as well as implementing a toll fee for single occupancy vehicles, which would encourage carpooling and thus take a significant number of cars out of the canyon. We beg of you to reconsider the tragically damaging solutions currently presented. **(32.2.9A and 32.2.4A)**

COMMENT #: 3525
DATE: 7/19/21 9:57 AM
SOURCE: Website
NAME: Freddie Arambulo

COMMENT:

Why are my taxpayer dollars being spent on making these corporations more money? **(32.2.7A)** As a snowboarder, I can't even visit one of the resorts that would benefit from either plan. They should foot the bill, not us. We talk about the traffic issue but it's only really bad on powder days. During the summer it's not backed up. **(32.1.2B and 32.1.4D)**

COMMENT #: 3526
DATE: 7/19/21 9:57 AM
SOURCE: Website
NAME: Brooke Treece

COMMENT:

Before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies should be analyzed that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, and 32.2.6.3C)**

Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.7C)**

The base of little cottonwood canyon is home to hundreds of boulders that climbers from all of Utah and the USA visit to climb every season. These climbing areas are incredibly popular and are easy to access for a lot of beginner and advanced climbers throughout the year. Expanding the roads and parking lots at the base of little cottonwood canyon would wipe out several of these climbing areas and be very detrimental to the climbing community. **(32.4A and 32.2B)** Other alternatives to road/parking lot widening should be seriously considered and tried out prior to impacting these climbing areas. **(32.2.9A)**

COMMENT #: 3527
DATE: 7/19/21 10:01 AM
SOURCE: Website
NAME: Jenna Mifflin

COMMENT:

Please do not ruin our canyon with ugly and harmful projects. Both the road widening and the gondola will have drastic impacts on the landscape. **(32.17A and 32.17B)** Please opt for less intrusive options such as tolling or increased busses. **(32.2.4A and 32.2.9A)** Completing either of these projects will only perpetuate the issue of crowding in the canyons. **(32.7C)** We need to find a SMART and SUSTAINABLE solution instead of using infrastructure as a crutch to half solve a problem.

COMMENT #: 3528
DATE: 7/19/21 10:05 AM
SOURCE: Website
NAME: Dane Harrington

COMMENT:

I strongly oppose the gondola option as it will ruin the beauty of LCC while only moving the traffic bottleneck. **(32.2.9E, 32.17A, 32.7B, and 32.7C)** UDOT should move forward with the bus option instead. **(32.2.9A)** I would also recommend considering a 'bus only' period during peak times (e.g. 7-9 am on weekends) to encourage the use of public transportation **(32.2.2B)**

COMMENT #: 3529
DATE: 7/19/21 10:28 AM
SOURCE: Website
NAME: Dana Dellinger

COMMENT:

I appreciate the bus or gondola options or the first come first serve stickers. Anything that allows the majority of the times to have and equal opportunity to travel through the canyon before skiing or other reasons for a reasonable price. **(32.2.4A)** I strongly do not support any options that limits access to those with excessive expendable incomes. **(32.5A)** The rich shouldn't be the only group that has ease of transportation into the area.

COMMENT #: 3530
DATE: 7/19/21 10:36 AM
SOURCE: Website
NAME: Grant Foster

COMMENT:

A major infrastructure project like this needs to address traffic in BOTH canyons, and maybe PC too, if it is to be paid for by taxpayers. **(32.1.1A and 32.1.2C)** A game-changing public transportation option for all Salt Lake area resorts. A gondola/lift system could be great for this. Sounds like Snowbird and Alta should pay for this plan, it's only intended to fix a problem they have created. **(32.2.7A)** There is always the option of limiting lift ticket sales if the resorts are drawing so many people that it renders the local roads unusable. **(32.2.2K)**

COMMENT #: 3531
DATE: 7/19/21 10:49 AM
SOURCE: Website
NAME: Ari Mason

COMMENT:

As an avid climber and outdoor enthusiast, I stand with the SLCA in urging lawmakers to explore alternate solutions to the transportation issue that will preserve and protect climbing destinations, trails, and the environment in the greatly revered Little Cottonwood Canyon. **(32.4A and 32.4B)**

COMMENT #: 3532
DATE: 7/19/21 10:53 AM
SOURCE: Website
NAME: John Flynn

COMMENT:

I do not believe that the proposed gondola is the best use of public money. It is a “solution” that only serves a small percentage of people who use and recreate in Little Cottonwood. **(32.2.7A)** First, the gondola only really benefits resort skiers and snowboarders, who use the canyon only during the winter months (which is becoming increasingly shorter due to climate change). The gondola does not serve the needs of climbers, bikers, hikers, snowshoers, and backcountry skiers. **(32.2.7A, 32.7B, and 32.7C)**

Most importantly, the gondola means that public taxpayer money is directly benefiting private corporations that operate on public land. **(32.2.7A)** I do not believe the full environmental impact of the gondola has been taken seriously. This is an expensive solution that does not serve the best interests of the entire community. It only serves private interests, and benefits a small percentage of people. I believe that there are far better options that can use existing infrastructure (buses), that do not harm local resources, such as the many boulders that will be destroyed, and do not tarnish the aesthetic beauty of the canyon. **(32.2.9A, 32.4A, and 32.17B)**

The Supreme Court ruled in Scenic Hudson Preservation Conference v. Federal Power Commission that interests in aesthetics and recreation have legal standing. Thus the complaints and comments that argue against the gondola because of its effect on both recreation and the aesthetics of the mountains have legal precedent.

COMMENT #: 3533
DATE: 7/19/21 10:54 AM
SOURCE: Website
NAME: Christoph Dressler

COMMENT:

In order to relieve LCC from traffic, I wholeheartedly support the gondola-version of a solution. As European myself, I tell you it works! I've seen and used several gondolas, like the ones in Tyrolia, where entire regions are being served via gondolas and no more cars except for locals or people with a hotel reservation. Widening LCC road is only an expensive Band-Aid, I am afraid. Long-term solution would be the gondola proposal. **(32.2.9D)**

COMMENT #: 3534
DATE: 7/19/21 10:59 AM
SOURCE: Website
NAME: Karthik Sonty

COMMENT:

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

COMMENT #: 3535
DATE: 7/19/21 10:59 AM
SOURCE: Website
NAME: Alison Foster Green

COMMENT:

I am not in favor of the gondola or road widening measures. **(32.2.9E and 32.2.9C)** These will have a permanent impact on the landscape, as well as only benefit the portion of those using the canyon that are accessing the resorts rather than the myriad of other activities. **(32.2.7A and 32.7C)** I suggest that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A and 32.2.4B)**

Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

COMMENT #: 3536
DATE: 7/19/21 11:17 AM
SOURCE: Website
NAME: Mike Lyons

COMMENT:

I have been using little cottonwood canyon for recreation for over 35 years. I really think the only sustainable solution is to buy many cng or electric buses to take folks up and down the canyon. the idea of a gondola does not help with folks who are using the canyon at point other than the resorts (backcountry skiers/winter hikers). **(32.2.9A, 32.2.6.3F, and 32.2.6.3C)**

COMMENT #: 3537
DATE: 7/19/21 11:21 AM
SOURCE: Website
NAME: Rebecca Cromar

COMMENT:

Please do not proceed with this project. Instead consider the environment that will be impacted and the many many outdoor enthusiasts. **(32.2.9D)**

COMMENT #: 3538
DATE: 7/19/21 11:23 AM
SOURCE: Website
NAME: Kate Galliett

COMMENT:

LCC is a truly one of a kind gem in this world. People come from around the world for the recreation and beauty offered there, and permanently altering it by way of widening roads or building a gondola is an environmental travesty that should not happen. Speaking specifically about climbing now, which will be drastically affected by both proposals currently on the table... **(32.4A and 32.4B)**

Climbing in LCC is not just a pleasant pastime, it's a deeply enriching experience for countless people who come there to climb. Climbing in LCC makes you feel connected to nature, which we need more than ever these days. The rock challenges you and forces you to learn and become better (& I do think it makes you a better person, not just a better climber). And climbers feel a sense of pride knowing they can come and recreate in such a world class place. Losing any part of that would not only impact the experience the climber has, it would also impact the city's bottom line - as LCC for climbing has driven countless people to move to SLC, and far more have come as tourists to enjoy LCC climbing. Every one of those people brings dollars that get spent in our community and that would certainly drop off if LCC loses its world class status in climbing. Permanently altering LCC would be like putting a tram up the side of Half Dome in Yosemite. Just don't do it. There's other ways to move people up the canyon, and the SLCA's suggested option is the one you should be exploring. **(32.6D, 32.4A and 32.4B)**

COMMENT #: 3539
DATE: 7/19/21 11:28 AM
SOURCE: Website
NAME: Curtis Green

COMMENT:

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

COMMENT #: 3540
DATE: 7/19/21 11:42 AM
SOURCE: Website
NAME: Brad Gerlach

COMMENT:

It is time to invest in this long term solution, widening the road is not a viable solution to add more vehicles into the canyon! **(32.2.9C and 32.7C)**

COMMENT #: 3541
DATE: 7/19/21 11:51 AM
SOURCE: Website
NAME: William J Phillips

COMMENT:

I think the gondola proposal promises more eco friendly and safe access to LCC. I am an Iron Blossam owner **(32.2.9D)**.

COMMENT #: 3542
DATE: 7/19/21 12:22 PM
SOURCE: Website
NAME: Peter VanderHeide

COMMENT:

The gondola is a horrible idea. (32.2.9E) It will be very unreliable in the weather, (32.2.6.5K) requires lots of cars and people go to one parking area, (32.2.6.5E) requires posts and wires all through the canyon. (32.17A) This is horrible. Just add twice as many buses. Leave the road as it is. (32.2.9A) When it avalanches hold the buses for a few hours. Keep it simple, cost effective, and helpful to the ski community. We don't need more litter in the canyons or more roads.

COMMENT #: 3543
DATE: 7/19/21 12:41 PM
SOURCE: Website
NAME: Anthony Balynas

COMMENT:

I think a serious, and almost entirely mandatory bus system should be enacted first. **(32.2.2B)** I think both of these proposals are too high impact on the landscape versus the benefit on traffic. I think much lower impact solutions could be put in place with very little modification to existing roadways before we build huge parking garages and gondola towers that almost solely benefit the ski resorts at the expense of the entire canyon's landscape. **(32.2.7A, 32.17A, and 32.17B)** A fleet of busses and shuttles, much like in Zion, seem like an appropriate solution. **(32.2.2B)** Parking needs are obviously increased with a system as such, and I think strategically placed large-capacity parking structures could be placed near the mouth of the canyon, possibly modifying existing P&R lots and offering rapid one-stop services from each P&R. Enhancing bus routes from each P&R could also make for a better service without sacrificing immediate impact in the canyon itself. **(32.2.2I)**

Has it been considered to put the gondola through BCC, have it jump over a pass between Brighton and Alta to arrive in LCC? **(32.2.2Q)** If we're building the world's largest gondola, might as well go big and fix the traffic in BCC and LCC and serve all four of the resorts. **(32.1.1A)** I think people would be less upset about a gondola through the BCC than through LCC, I sure would at least.

COMMENT #: 3544
DATE: 7/19/21 12:47 PM
SOURCE: Website
NAME: Jared Abbott

COMMENT:

As a Salt Lake County resident and skier, I am in favor of the gondola, but with one caveat: Alta and Snowbird should pay for passholders' rides on the gondola. **(32.2.7A and 32.2.4A)** Having the gondola just be an option to skiers is not enough for it have the most impact. If skiers going to the resorts have already paid for the gondola as part of their season pass, the gondola will be more successful. Without a commitment from Alta and Snowbird, either plan for the canyon will be a waste of taxpayer money to only benefit the ski resorts with no improvement in the impact of traffic on the canyon. **(32.2.4A)**

COMMENT #: 3545
DATE: 7/19/21 1:05 PM
SOURCE: Website
NAME: Alex Beaufort

COMMENT:

The gondola appears to dramatically decrease safety, pollution, O&M cost, and environmental (Water, surface heating, and ecological splitting) concerns significantly better than the bus solution. **(32.10A, 32.12A, 32.12B, 32.13A, and 32.13B)** The gondola leaves room for potential public transport increase up the canyons still in the future if necessary. There already is a bus presence, the gondola does not remove the busses. **(32.2.2W)** In fact by decreasing the road usage by personal car, busses can make more trips up the canyon at the current bus capacity. During summer interaction, having bus stops along the way could decrease cars to the major climbing and hiking areas while the gondola could haul up to the top for biking, spas, etc. **(32.2.6.3C)** The potential savings over the life of the gondola is significantly more than the busses, too. By laying the ground work, the gondola's replacements in 30-60 years will be significantly less. **(32.2.7C)** The gondola also provides future proofing by linking it with a not-dying out utility: Electricity. As electricity shifts over away from predominantly Coal here in Utah, the impact the Gondola has will be far more significant on the climate than a fleet of new busses, which at some point will need to be replaced with cleaner alternatives. **(32.2.6.5P)**

A concern: Why does the gondola need less car parking spots? Both alternatives should be evaluated with the same parking availabilities. **(32.2.6.2.1C)** The environmental impact of wildlife ecology should also be considered heavily. **(32.13A and 32.13B)** It's well documented that roads decrease diversity in regions with dramatically different sub sections of the environmental layout (e.g. a canyon with a north and south face). By expanding the road, further separation of wildlife will permanently alter the course of species throughout the canyon regardless of other human intervention even before considering the watershed and heat absorbing impacts. **(32.13B and 32.12B)**

A few other thoughts: An increase in novelty will increase tourism to those locations. Developing any road solution will greatly impact the visual aspect, just as much as a gondola. **(32.17A and 32.17B)**. A main point discussed is if the air or water quality standards are exceeded, but no discussion around improvement. **(32.10A, 32.12A, and 32.12B)**. I feel the gondola is an uncomfortable change for some, especially long term residence like me, who don't want the potential to lose the beautiful landscape we have in Utah. The development of new utilities is terrifying and paired with the amount of loss this state has seen in the last decade, it's fair for many to be weary.

I also feel the gondola is the right way to go. Decreasing the overall surface of the road will have the best ecological impact on the canyon while not decreasing the ability to explore our beautiful state. The best way to protect our environment is to make the least impact on it and understand its fluid, ever changing horizon. **(32.2.9D)**

COMMENT #: 3546
DATE: 7/19/21 1:11 PM
SOURCE: Website
NAME: Patrick Calder

COMMENT:

A gondola only benefits the ski resorts pockets and destroys protected land, not to mention it is highly inefficient. **(32.2.7A and 32.13A)** I would gladly pay for canyon access to be a toll road, its quick, easy, and will hopefully help encourage and fund the bus option. **(32.2.4A)**

COMMENT #: 3547
DATE: 7/19/21 1:14 PM
SOURCE: Website
NAME: Gilbert Moss

COMMENT:

The impacts to climbing access were not adequately addressed in the EIS. Removing climbers from the EIS considerations is prioritizing the ski resort users over the local climbers and hikers who park alongside the road. **(32.4A and 32.4B)** A toll system based on destination is a solution that is more fair to all user groups. **(32.2.4A)**

COMMENT #: 3548
DATE: 7/19/21 1:22 PM
SOURCE: Website
NAME: Erik Misiak

COMMENT:

The gondola plan is short sighted and terrible for locals and tourists alike. LCC is one of the best assets in Salt Lake City and should not be tarnished by an excessive, expensive, "solution" that will just make traffic worse in town. **(32.2.6.5E, 32.7B, and 32.7C)**

Please proceed with a plan that revolves around public transit/road widening without destroying the canyon character and landscape. **(32.2.9B)**

COMMENT #: 3549
DATE: 7/19/21 1:22 PM
SOURCE: Website
NAME: Jacquelyn Thiel

COMMENT:

The gondola is a great ski solution. I would use it for Snowbird and Alta events. I spend time at the trailheads before the ski resorts and would still need to drive since it doesn't increase the frequency or available times for public transportation within the canyon. In addition could we find some solutions for activity along the canyon and even a public transportation option for early risers. Thank you **(32.2.9D)**

COMMENT #: 3550
DATE: 7/19/21 1:24 PM
SOURCE: Website
NAME: Koen Webb

COMMENT:

What will the fee structure look like. If it is less and just as convenient to drive I don't see how it will reduce emissions. **(32.2.4A and 32.10A)** The fee structure makes or breaks is usefulness, is there any place to become informed on proposed fee structure? **(32.2.4A)**

COMMENT #: 3551
DATE: 7/19/21 1:34 PM
SOURCE: Website
NAME: Benjamin Eigner

COMMENT:

As a frequent skier in LCC, I want to see the GONDOLA option selected. The ability to move people during high and extreme avalanche danger is my top priority. **(32.2.9D)**

COMMENT #: 3552
DATE: 7/19/21 1:37 PM
SOURCE: Website
NAME: Jordan Larsen

COMMENT:

I support the Gondola proposal. Any of the ground-based proposals will do little in the long run to solve the problem and will lead to further destruction of the canyon. **(32.2.9D)**

COMMENT #: 3553
DATE: 7/19/21 1:39 PM
SOURCE: Website
NAME: Macall Moon

COMMENT:

We need to make our best effort to find a solution that doesn't permanently alter the landscape of the canyon. An expanded bussing/shuttle system seems to me to be the least damaging option. **(32.2.9A)** I think it would be best if there were still a way for people to drive their own cars, but perhaps there should be a vehicle limit, maybe with a reservation system to limit the number of personal vehicles in the canyon **(32.2.4A)**

COMMENT #: 3554
DATE: 7/19/21 2:02 PM
SOURCE: Website
NAME: Randy Vannurden

COMMENT:

I believe less impactful measures should be taken first before more permanent ones are implemented. The bus systems should be greatly improved, as well as tolling implemented. If such measures are shown to be not effective enough, then look into more drastic alternatives. I feel UDot is trying to take to large of an irreversible step **(32.2.9A and 32.2.4A)**

COMMENT #: 3555
DATE: 7/19/21 2:05 PM
SOURCE: Website
NAME: Justin Pyper

COMMENT:

Build the gondola! I will be awesome to ride in the summer to October fest as well! **(32.2.9D)**

COMMENT #: 3556
DATE: 7/19/21 2:32 PM
SOURCE: Website
NAME: Britt Hultgren

COMMENT:

Hello, I am both a climber and a skier, and frequenter of the canyon. I would urge This committee to strongly consider bolstering the current bus system prior to undergoing any major construction projects. **(32.2.9A)** We already have existing infrastructure in place for busing, and if we add several million dollars of additional buses, as well as drivers as well as training, as well as sophisticated yet practical traffic control alternatives to increasing bus flow of the canyons. **(32.2.4A)** . I think this would be a valuable initial trial rather than jumping into a nearly half \$1 billion construction project without trying to improve our current system

COMMENT #: 3557
DATE: 7/19/21 2:33 PM
SOURCE: Website
NAME: Philomena Keyes

COMMENT:

I really like the gondola option. It works well in Europe. It could be a combination of the 2 options. I know in Park City the "bucket" or Cabriolet from the parking lots really works well. **(32.2.9D)**

COMMENT #: 3558
DATE: 7/19/21 2:42 PM
SOURCE: Website
NAME: Zac Watne

COMMENT:

A gondola system, paid for by the citizens of Utah though largely to benefit the companies that operate Alta & Snowbird, is a gross misuse of tax dollars and ultimately will do very little to help with the congestion within Little Cottonwood canyon. **(32.2.7A, 32.7B, and 32.7C)** With how the canyon is structured today people will still be driving up the canyon as they always have, plus on top of that you will have a gondola system pushing even more people into the canyon. **(32.2.4A and 32.20C)** This will strain the ecosystem atop the canyon and will have ripple effects for the surrounding area. **(32.20C)** A better solution would be to use the proposed money to upgrade the bus system and start a toll system at the base of the canyon (not at the resorts) to incentivize people to use the buses. **(32.2.9A and 32.2.4A)** Less money into the hands of the privately owned companies, more money to taking care of the canyon (which means eliminating the idea of a gondola system diminishing the aesthetic value of such a scenic canyon).

COMMENT #: 3559
DATE: 7/19/21 2:51 PM
SOURCE: Website
NAME: Brooke Vanderheide

COMMENT:

The road does not need to be widened and we do not need a gondola. **(32.2.9C and 32.2.9D)** We just need an increase of buses going up and down the canyon. **(32.2.9A)** Widening the road and putting in a gondola ruins the beauty of the canyon. **(32.17A and 32.17B)**. A gondola also creates a massive inconvenience to frequent skiers. Would the gondola be closed on windy/stormy days? **(32.2.6.5K)** In that case would I get a refund on my season pass for those days since it's often windy up the canyon?

COMMENT #: 3560
DATE: 7/19/21 3:17 PM
SOURCE: Website
NAME: Travis Pugmire

COMMENT:

I support the Gondola Option for Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 3561
DATE: 7/19/21 3:25 PM
SOURCE: Website
NAME: Steven Summers

COMMENT:

The gondola is a terrible idea. Way to expensive. (32.2.9E)

COMMENT #: 3562
DATE: 7/19/21 3:29 PM
SOURCE: Website
NAME: Adam Loomis

COMMENT:

Dear UDOT,
I am strongly in favor of increased bussing capabilities to alleviate traffic in LCC. **(32.2.9A)** I do not believe that a gondola is the appropriate fit. We do not need to use public funds to prop up the ski resorts in this canyon. **(32.2.7A)** Bussing addresses the needs of all types of recreation, including climbing, hiking, snowshoeing and backcountry skiing, which does not always start from the resort hubs. **(32.2.6.3C)**

COMMENT #: 3563
DATE: 7/19/21 3:30 PM
SOURCE: Website
NAME: Kirsten Dockstader

COMMENT:

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

COMMENT #: 3564
DATE: 7/19/21 3:41 PM
SOURCE: Website
NAME: Ben Krick

COMMENT:

An alternative solution HAS to be considered. Both the gondola and the expanded road way would destroy hundreds of boulders that climbers from all around the world travel to LCC to climb on. **(32.4A and 32.4B)** A solution, such as tolling, expanded bus service with no extra lane, should be strongly considered. Nature over profit. **(32.2.9A)**

COMMENT #: 3565
DATE: 7/19/21 3:46 PM
SOURCE: Website
NAME: Lily Canavan

COMMENT:

I literally moved across the country to live and rock climb in Salt Lake City. Any “solutions” that destroy the natural landscape and the rocks that people climb on is a bad idea. **(32.4A and 32.4B)** Most people in the area do not ski at snowbird/ Alta and destroying the canyon for the benefit of these businesses is a dumb move. **(32.2.7A)**

COMMENT #: 3566
DATE: 7/19/21 4:30 PM
SOURCE: Website
NAME: David Jelmini

COMMENT:

I believe UDOT needs to explore the "low hanging fruit" before spending millions of taxpayer dollars. I am an avid skier at Alta and lived at the mouth of Little Cottonwood Canyon. The problem is too many vehicles trying to access the canyon, especially on good powder days and holidays. Why not do a trial program where you simply mandate no single passenger vehicles are allowed up during peak ski periods? **(32.2.4A)** You could start by doing a traffic survey and have a few people stand at the mouth of the canyon and record how many single passenger vehicles are driving up. I'm going to guess it's about 25%. **(32.2.4A)** If you were to go up one more step and require at least 3 passengers in a vehicle, I would guess that would remove at least 50% of vehicles, and essentially solving the problem. Alta and Snowbird are not getting any larger and they are currently constrained by the number of parking spaces. When the parking lots are full, you already have long lift lines. So if you have a gondola and add 1000 passengers per hour, in addition to the people driving up, the resorts will become so crowded, you might as well be at some place like Mammoth Mountain in California. **(32.20C)** I can observe the traffic from my bedroom window, and on a big powder day, the traffic is backed up for miles and it's a real mess to try to leave my house. **(32.7B)** However, we're talking about 12-15 days a year when it's like this. **(32.1.4D)** I can't imagine spending the money and creating a year-round eyesore (ie, gondola) to solve this short term problem. **(32.17A)** Most of the year I'll be looking out my window at empty gondola cars going up and down the canyon. Pretend like your spending your own money... and in this case, don't!

COMMENT #: 3567
DATE: 7/19/21 4:35 PM
SOURCE: Website
NAME: Sydni Woolley

COMMENT:

Before making permanent, landscape altering changes to the canyon I would love to see things like a toll booth or more bus options attempted! **(32.2.4A and 32.2.9A)** Changes to the canyon like expanding the road or building a gondola should be last resorts- please try other alternatives first so we don't risk losing some of our favorite climbing and hiking spots! **(32.4A and 32.4B)** We love our little canyon and hate the thought of it being altered (& under construction to do so, for 5 years!). **(32.2.7C)** This will make it so difficult to enjoy the canyons until construction is completed and even then we don't know if it will be worth it. Let's try the cheaper, less invasive options first please!

Respectfully,
Sydni Woolley

COMMENT #: 3568
DATE: 7/19/21 4:41 PM
SOURCE: Website
NAME: Burke Weir

COMMENT:

With just the approval of an east side of Salt Lake Valley to Alta via Snowbird Gondola watch for a Deer Valley to Snowbird via Solitude and a Park City to Snowbird via Brighton... Add feeder Funitel/Gondolas from various locations in the Salt Lake Valley to the mouth of LCC.. This is a free form of mass transit and is part of the Salt Lake 2030 Winter Olympics build up. **(32.2.2I, 32.2.2N, and 32.2.2Q)** Mouth of LCC.... My vision is this is where a new round about and 20 MPH zone begins and continues all the way up to Alta... This would eliminate speeders and help the Wildlife, Bikers and Hikers stay safe.. **(32.2.6.2.2A)**. The connector to Sandy Rt 209 and the rest of the mouth of LCC is expanded to include a huge chain up area on the south shoulder...Add a community information kiosk next to the new Bus Shelter and Bus Stop on the South side of the canyon heading up (No need to turn left into the park and ride) Make room to accommodate Canyon Patrol to safely check for chains/ four wheel drive required heading up canyon. Add a Dog day care/ Temp Dog Kennels... My favorite part of this plan is what got my story into Powder Magazine... "Casual Commuter " Stand by the Snowbird sign going up the canyon, Solo drivers should stop to pick you up and make a carpool... Stand by the Alta sign going up to form a carpool going up the canyon to Alta... 3 or more Skiers in a vehicle should be free to park at both Alta and Snowbird.This is where a new Pedestrian/ Bike bridge connects to the North side of this new Chain Off Zone and Bus Stop Kiosk leaving the Canyon.. This project connects the Quarry trail parking lot and the Park and Ride parking lot into one zone... A really big paved area that would not include any new parking spots, Just a gathering zone where it's easy to get dropped off here or ride your bike on the new "Wasatch Bike Boulevard" This new Bike path is separated from the main road and could be a part of the new "Wasatch Blvd" that is coming... It includes new picnic tables and view areas along the path that begins around the Olympus cove area and runs on the West side of Wasatch Blvd all the way to the mouth of LCC **(32.2.2KK)**

COMMENT #: 3569
DATE: 7/19/21 5:20 PM
SOURCE: Website
NAME: Magali Lequent

COMMENT:

Hello,

I do not support roadway widening for additional lane (s) in Little Cottonwood Canyon as outlined in the Enhanced Bus PPSL Alternative because of the impacts to and elimination of climbing and other recreational resources. **(32.2.9C and 32.4A)**

I do however support the enhanced bus service as part of this alternative as it provides the greatest flexibility and serves the transportation needs of all users throughout the canyon. **(32.2.9A)**

I believe that a less impactful alternative that combines enhanced bus service with tolling and other traffic mitigation strategies must first be implemented. Such an alternative could potentially eliminate the need for roadway widening. **(32.2.9A)**

Gondola and Cog Rail Alternatives

I do not support the gondola or cog rail alternatives as they do not serve the transportation needs of all users throughout the canyon. **(32.2.9E and 32.2.9M)**

In addition, the gondola would create unacceptable visual and noise impacts throughout the canyon that negatively affect the climbing and hiking and backcountry skiing experience. **(32.17A, 32.11D, and 32.4A)**

The cog rail, like the roadway widening, would create unacceptable impacts and eliminate climbing resources. **(32.4D)**

The DEIS lacks analysis on the impacts to dispersed recreational resource elimination and access limitations posed by the easements for the gondola towers and the railway. **(32.4A and 32.4D)**

The DEIS lacks analysis on the temporary and permanent construction and infrastructure impacts associated with these alternatives. **(32.19A)**

Trailhead Parking Access and Improvements

The improvements as proposed by UDOT for the Gate Buttriss parking lot would severely limit parking, while threatening roadside climbing resources and access trails. I support modest improvements to this lot with an emphasis on maintaining the current level of parking. **(32.4N)**

The Gate Buttriss, Grit Mill, and Lower Little Cottonwood Park and Ride parking lots are used year-round by climbers. As such, the DEIS must fully consider dispersed recreation sites and the public transit needs associated with them in the DEIS analysis; especially since climbing is increasing in popularity. These needs would include the parking lots being open year-round and plowed during the winter. **(32.4A, 32.4B, and 32.4D)**

COMMENT #: 3570
DATE: 7/19/21 5:23 PM
SOURCE: Website
NAME: Melissa Kurtzweil

COMMENT:

Hello,

Developing a gondola (alternative B) is an excellent idea! It really helps the issue of congestion and safety in the area. Additionally, a gondola provides a great tourist spot for those wanting to see the mountains during the summer months. This method is preferred from an environmental standpoint with less disturbance to wildlife and emissions. **(32.2.9D, 32.13A, and 32.10A)**

COMMENT #: 3571
DATE: 7/19/21 5:41 PM
SOURCE: Website
NAME: Brenda Winger

COMMENT:

Please do NOT put a gondola in that beautiful canyon. **(32.2.9E)** There needs to be more flexibility in locations for stops. Drove up Little Cottonwood yesterday and a gondola will just ruin that beautiful canyon drive. **(32.17A)** Also, there were TONS of summer traffic at all the hiking spots. A gondola will only service Ski Resorts -- what about all the other activities? **(32.2.6.5G)** Congestion year round is an issue, just not the few weeks of powder and vacationers. **(32.1.2B and 32.1.2C)** A gondola services the Ski Resorts, Vacationers and is focused on where the money is, not the respectful use of the canyon by all. **(32.2.7A)** Flexible options for future generations to hike, backcountry, snowshoe, needs more stops than 2. **(32.2.6.3C)**

COMMENT #: 3572
DATE: 7/19/21 6:07 PM
SOURCE: Website
NAME: Zach Snavely

COMMENT:

I would urge UDOT to reconsider the two options they have put forward as most viable. Neither option presents a long term solution for the Salt Lake Valley. At worst, congestion would be increased along Wasatch Blvd and through the surrounding neighborhoods, while skiers would be forced to transfer between various types of public transportation while carrying their ski kits. **(32.2.6.2.2A)**

The larger question at hand here, is why the ski resorts who most stand to profit aren't footing more of the cost of these changes. **(32.2.7A)** As someone who DOESN'T go to either Alta or Snowbird, but LOVES to ski and uses LCC quite often in the wintertime, I cannot fathom why it is ok for the cost of this project to be pushed to the taxpayers. **(32.1.2D, 32.2.7A, and 32.7C)**

There is also the issue of Alta charging the public to access winter trailheads from a public highway. It is time that the wishes of the taxpayers are valued more than goals and opinions of the resorts!

COMMENT #: 3573
DATE: 7/19/21 6:30 PM
SOURCE: Website
NAME: Pauline Higgins

COMMENT:

I vote NO on the gondola option. (32.2.9E) It is too expensive and does not help the average skier. Low snow winters is also a concern. Lot of \$ wasted if there are no skiers. (32.29D)

COMMENT #: 3574
DATE: 7/19/21 6:48 PM
SOURCE: Website
NAME: Andrew Cooper

COMMENT:

I am STRONGLY OPPOSED to both alternatives for two reasons:

1. It is absolutely unconscionable that Utah taxpayers are being asked to fund this project. Snowbird and Alta, and/or users of LCC, ought to be funding a project that will be of benefit to so few Utahns. **(32.2.7A and 32.1.2D)** Revenue from tourism does not justify the cost to taxpayers. Make the corporations borrow; they can afford it.

2. Neither "preferred" alternative is environmentally nor functionally responsible. The simplest, most responsible solution is to close the canyon to personal vehicle traffic and implement a scaled-up (electric) bus shuttling system. **(32.2.2B and 32.2.6.2F)** It achieves all goals: traffic reduction, efficient travel time up canyon, emissions reductions, and easy access to multiple hub locations. Model it on Springdale and Zion Canyon's shuttling system. This is the simple, cost-effective, environmentally responsible choice. It is the right thing to do.

Thank you.

COMMENT #: 3575
DATE: 7/19/21 7:04 PM
SOURCE: Website
NAME: Runar Berntsen

COMMENT:

100% in favor of the Gondola! This is much better fr the environment and provides an amazing view for tourists and locals alike. **(32.2.9D)**

COMMENT #: 3576
DATE: 7/19/21 7:55 PM
SOURCE: Website
NAME: Jack Taylor

COMMENT:

As the community learns to work with increased usership in the canyons, I think it is important to utilize the resources that are already there. Traffic expands to its capacity, ie. adding a lane won't do anything it will only increase traffic, not spread it out. Countless examples support this conclusion. **(32.2.4A and 32.20E)**

Having certain parking lots open year round/ plowed, as well as providing better bus transportation (not a new bus lane) will better address the issue. **(32.2.9A)** Please consider the impacts to the beautiful canyon and its current recreation opportunities before making changes to the existing road infrastructure.

Jack Taylor

It is

COMMENT #: 3577
DATE: 7/19/21 8:16 PM
SOURCE: Website
NAME: Adam Loomis

COMMENT:

I am strongly in favor of increased bussing capabilities to alleviate traffic in LCC. **(32.2.9A)** I do not believe that a gondola is the appropriate fit. **(32.2.9E)** We do not need to use public funds to prop up the ski resorts in this canyon. **(32.2.7A)** Bussing addresses the needs of all types of recreation, including climbing, hiking, snowshoeing and backcountry skiing, which does not always start from the resort hubs. **(32.2.6.3C)**

COMMENT #: 3578
DATE: 7/19/21 8:29 PM
SOURCE: Website
NAME: Aldo Hall

COMMENT:

Electric Buses is the obvious best choice for both Big and Little Cottonwood! Quiet, Less Carbon, Powerful, Sleek! See Whatcom County Washington's example that just purchased new electric buses with a massive Federal Transportation Commission grant:

<https://salish-current.org/2021/06/10/electric-buses-to-debut-marking-trend-in-whatcom-county/>
<https://www.transit.dot.gov/lowno>

Salt Lake County can match Whatcom County's excellent example!!(32.2.6.3F)

COMMENT #: 3579
DATE: 7/19/21 8:30 PM
SOURCE: Website
NAME: Garth Franklin

COMMENT:

Please consider tolling and other non impactful options to the beauty of LCC before altering the road or gondola. If it works, then hey, great. If it doesn't then, hey at least you tried that before permanent marring the landscape. **(32.2.2Y and 32.2.4A)**

COMMENT #: 3580
DATE: 7/19/21 9:00 PM
SOURCE: Website
NAME: Stefani Day

COMMENT:

I strongly support enhanced busing as well as tolls and single-occupancy restrictions **(32.2.9A)**. Permanently altering the landscape of the canyon with a Gondola should be done only if less impactful methods fail. **(32.17A)** Please keep in mind users that don't simply go to Alta and Snowbird; there are many backcountry entry points that some of us want to be able to access

COMMENT #: 3581
DATE: 7/19/21 9:19 PM
SOURCE: Website
NAME: Melody Sieverts

COMMENT:

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

Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

COMMENT #: 3582
DATE: 7/19/21 10:00 PM
SOURCE: Website
NAME: Michelle Bushnell

COMMENT:

Please do not build the gondola. **(32.2.9E)** It will not solve the traffic problems, it just moves the traffic to another location and greatly complicates getting up to the ski resorts. **(32.2.6.5E and 32.7C)** Can you imagine a family trying to transfer their gear and children to their cars, to then drive to a parking lot, then hauling gear & kids to a bus, then again transferring to a gondola? You'd be making it impossible for families to enjoy the canyon. I am more in favor of increased busing. A toll system in the canyon doesn't bother me either. **(32.2.9A and 32.2.4A)** I also think the canyon should be restricted to those who have passed tire inspections. No more rental cars that aren't suited to stormy driving. If cars aren't prepared, don't let them up at any time. **(32.2.2M and 32.2.4A)** The gondola will also damage the beautiful views in the canyon **(32.17A)**. I believe that those who are supporting the gondola are wealthy businessmen who will benefit personally by taxpayer spending and that's not how it should be. **(32.2.7A)** Increased busing and shuttling would be simpler, less costly, and more efficient.

COMMENT #: 3583
DATE: 7/19/21 10:04 PM
SOURCE: Website
NAME: Sandra Kinzer

COMMENT:

I live in Salt Lake City and enjoy spending time in the Cottonwood Canyons for rock climbing and hiking. I ask that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, we consider expanding bus service, adding tolls, and looking at other traffic mitigation strategies. **(32.2.9A and 32.2.4A)**

Alternatives that physically and permanently alter Little Cottonwood Canyon (like adding a gondola or adding more lanes on the road) should only be considered AFTER less impactful options have been implemented and shown not to be effective.

COMMENT #: 3584
DATE: 7/19/21 10:20 PM
SOURCE: Website
NAME: Cameron Treat

COMMENT:

This is my second comment. I just reviewed the impacts to Bouldering within both the Gondola and Road Widening options and was alarmed at the number of recreational bouldering opportunities that would be affected or possibly eliminated due to the routes. **(32.4A and 32.4B)** Bouldering is an extension of rock climbing. The Gondola does not represent either of these user groups, and the alignment of the road widening and/or enhanced bus service could service more user groups at a cost to boulders. I would support the road widening if some consideration would be given to bouldering, possibly re-routing or relocating some of the boulders if at all possible. **(32.4A amd 32/4B)** Climbing is a delicate resource and LCC is a world class destination. It would be shame to chop off its fingers to support two ski resorts for a dozen busy weekends and a dozen busy powder days each year. **(32.1.4D)** I'm a skier and a snowboarder and a Snowbird season pass holder. If done well, riding a bus could be a viable option to save our resources. Once gone, they are gone. Forever.

COMMENT #: 3585
DATE: 7/19/21 10:51 PM
SOURCE: Website
NAME: Jonathan Wrathall

COMMENT:

I am writing to voice my concerns about the proposed actions to mitigate traffic in Little Cottonwood Canyon. I disagree that the proposed gondola system as outlined by the Environmental Impact Statement is in the best interest of the public or for the canyon for a number of reasons. **(32.2.9E)** The project is proposed in an apparent attempt to mitigate traffic primarily heading to the Alta and Snowbird on snow days. **(32.1.2B, 32.1.2D, and 32.2.7A)** There are many other elements of the proposed plan which I cannot attempt to address here such as environmental impacts in the air, water, noise, and visual effects. **(32.10A, 32.12A, 32.11D, and 32.17A)** And while these are important, they are secondary to the main problem the gondola proposal suffers from: is a gondola the right solution for the majority of the year, who pays for the gondola, and who benefits from the gondola. **(32.2.7A and 32.1.2D)**

I find a number of issues with the gondola proposal as outlined. It should go without saying that this system does not fully consider canyon visitors who are not heading to the ski resorts - particularly off-piste skiers during winter, but also hikers, bikers, and climbers seeking access to public lands the other three quarters of the year. **(32.1.2B)** This issue is multifaceted: Alta and Snowbird are not the only destinations, and winter is not the only occasion to enter the canyon. The gondola would essentially funnel visitors to the resorts whether or not a person wants to go there when it is clear that those are not the only destinations in the canyon. The gondola proposal, however, only address these two narrowly defined reasons for visiting Little Cottonwood Canyon. While the traffic situation may be congested during snow-storms, it remains to be seen what a heavy traffic day on snow days is compared to average-weather off-season traffic patterns. For instance, is a \$592 million project worth the cost for a few days of inconvenience relative to other solutions which are wider in their scope and more flexible in their use? **(32.1.2B)** What the gondola appears to solve is one problem in a minority of instances but requires an incredibly high price to solve it. **(32.1.2D)**

Additionally, the cost of the gondola is a sizable sum which would be paid in large measure by taxpayers either in subsidy for its construction or direct payments for its use. **(32.2.4A and 32.2.7A)** The struggle that proponents of the gondola have failed to account for is the degree to which such a large sum of money would be distributed back to the public. Proponents assert that a gondola would pay the public back in out-of-state visitor dollars. **(32.6A)** However large and shiny, the gondola would hardly be an attraction likely to bring outside visitors to Utah, all else being equal, either in winter or summer. Few would argue that the gondola, as a means to the end of skiing or hiking, is the draw itself to Utah. Then from whence would the money to use a gondola come besides the majority share being paid by local users? Much less, the upfront cost of such a project? The gondola project asks local taxpayers to fit a bill for a service relatively few of us will ever use. **(32.2.7A)** As much as Alta might be a staple for Utah skiers, a common local bumper sticker pointedly states: 'No one cares that you ski at Alta'. In a place with as many options for skiing as we are blessed to have along the Wasatch Front and Back, it is a head-scratcher that all of us should pay for the few that ski in the place with arguably the least amount of space and the largest degree of hazards.

Furthermore, there is a major question of who the beneficiary of the gondola can expect to be but the ski resorts, private investors and residents of nearby Sandy and Cottonwood Heights. Even at best, if the gondola is intended to reduce traffic in a select few townships near the mouths of the canyons, the bulk of its cost is footed by persons living well outside the areas it intends to improve. Who then does it benefit, but a narrowly defined group of wealthy persons able to afford homes near the canyon, investors who can afford such capital expenditures, and ski resorts catering to them? What then of the

public who is intended to benefit from the gondola? It would seem that proponents think the benefit is paid out in views up the canyon while riding it. **(32.2.7A and 32.1.2B)**

This issue is a sticky one. By allowing for a gondola, the larger public across Utah would be funneling money into less transparent hands of private organizations which have no obligation to the wider public. That said, the larger question of access remains unanswered: What then of public access lands if the means to access it is concentrated through middle-men who control access to that land? **(32.2.4A and 32.4G)** Not only does the gondola proposal ask much of Utah residents outside its intended use-area in monetary terms, it restricts access to the canyon and concentrates its use fees into the hands of an unaccountable few who are not beholden to public interests. At minimum, if the gondola is intended to be a means of public transportation, it should fall under the umbrella of UTA or other public entity **(32.2.6I)**.

The gondola problem is varied in its problems but single in its resolutions. The traffic safety will improve, but the public will lose in every other element under consideration. In constructing a gondola up to access the ski resorts in Little Cottonwood Canyon, the larger public loses money by subsidizing its implementation, loses money by concentrating it into the hands of investors and ski resorts not acting on behalf of the public, and loses access by- at worst privatizing and at best limiting- access to public lands. By solving the problem of traffic on snow-days a gondola would only create a host of others, none of which are in the public's best interests. The gondola plan is woefully under-conceptualized and bears a heavy price tag for its one solution.

COMMENT #: 3586
DATE: 7/20/21 5:04 AM
SOURCE: Website
NAME: Kelly Canfield

COMMENT:

The gondola will not solve the traffic problem and permanently destroys the natural landscape. **(32.7C and 32.17A)** Expand the road, don't build the gondola. **(32.2.9B)**

COMMENT #: 3587
DATE: 7/20/21 5:47 AM
SOURCE: Website
NAME: Sarah Woolsey

COMMENT:

I am in favor of bus service over a gondola (32.2.9A)

COMMENT #: 3588
DATE: 7/20/21 6:13 AM
SOURCE: Website
NAME: Alexis Robinson

COMMENT:

It would be an awful blow to humanity and the animals on salt lake to widen the roads. **(32.13B)** This is super unnessecary and everything should not be about money. You are destroying peoples and animals livelihoods to make room for a money profiting road. **(32.2.7A, 32.1.2B, and 32.1.2D)** [REDACTED] that and you people who don't give a [REDACTED] about us little people. Those boulders are climbed by passionate outdoors people and you think it's okay to destroy that. It's not and you know it. **(32.4A and 32.4B)**

COMMENT #: 3589
DATE: 7/20/21 6:39 AM
SOURCE: Website
NAME: Rebecca Pilkerton

COMMENT:

I support enhanced bus service. **(32.2.9A)** I do not think a gondola is a good solution. **(32.2.9E)** It is a very expensive project that would negatively impact the experience of the cottonwoods in other seasons and predominantly serve ski resorts only. **(32.1.2D and 32.2.7C)**

COMMENT #: 3590
DATE: 7/20/21 6:42 AM
SOURCE: Website
NAME: Greg Brown

COMMENT:

I have been enjoying Snowbird and the Little Cottonwood Canyon for almost 50 years. Over that time, I have watched the traffic in the canyon steadily increase and witnessed several near miss collisions by impatient drivers. While very forward thinking, I believe that the gondola offers the best chance of reducing traffic and it's related pollution in the Little Cottonwood Canyon. I am excited to see this project move forward. **(32.2.9D)**

COMMENT #: 3591
DATE: 7/20/21 7:18 AM
SOURCE: Website
NAME: Spencer Galt

COMMENT:

I support the gondola. It will be unaffected by adverse weather conditions, and I (hope) decrease fossil fuel consumption. **(32.18A and 32.2.9D)**

COMMENT #: 3592
DATE: 7/20/21 7:21 AM
SOURCE: Website
NAME: Noah Bigwood

COMMENT:

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

Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

COMMENT #: 3593
DATE: 7/20/21 7:22 AM
SOURCE: Website
NAME: Mark Barone

COMMENT:

Busses only...no passenger cars! **(32.2.2B)**

COMMENT #: 3594
DATE: 7/20/21 7:46 AM
SOURCE: Website
NAME: B Ingraham

COMMENT:

"Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section."**(32.2.6.2.2A)**

and/or

"UDOT inadequately screened potential of north/south bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed."**(32.2.2AA and 32.2.6.2.2A)**

COMMENT #: 3595
DATE: 7/20/21 7:56 AM
SOURCE: Website
NAME: Jeremiah Watt

COMMENT:

I am strongly opposed to the widening of the road! **(32.2.9C)** As a climber and freelance photographer I spend countless hours among the boulders that will be affected by the addition of a shoulder lane. Those boulders also serve as a space for thousands from all over the globe to connect and share experience. **(32.4A)**

I'm also concerned that by a lack of a mandated decrease in traffic little will actually change and the red snake of carbon emission and rage will still be in effect. **(32.2.4A)**

COMMENT #: 3596
DATE: 7/20/21 8:09 AM
SOURCE: Website
NAME: Robert Phillips

COMMENT:

I support enhanced bus service. It seems potentially the most flexible. A bus can stop anywhere along the road, a gondola can't. **(32.2.9A and 32.2.6.3C)** Road widening seems like a terrible idea, since the problem isn't how to get more people up the canyon faster. **(32.2.4A and 32.7C)** The problem is that there are already too many people, or at least too many vehicles in the canyon. The parking lots are overflowing in every season of the year now. **(32.1.2B)** Perhaps we need an enhanced trail network with more trailheads to ease the pressure on the popular trailhead parking areas. Are there other similar places that have tried various alternatives that could be looked at to model our decision here, like Zion? **(32.15A and 32.2.2B)**

It seems like road widening and gondolas will have have the most significant negative effect on the environment, and will be the most costly to build and maintain. Building multi-level parking structures at the base and providing reliable, bus service at increased intervals seems the least impactful and least costly. **(32.2.9A)** Restricting vehicle traffic also seems like a good idea. Lodging guests could drive and stay. Expensive parking passes could be available for non-guests. Winter/summer passes could be available for parking in the canyon. **(32.2.2L and 32.2.4A)** A portion of those fees could be applied to the cost of base area parking structures and bus service. Yes, I'm suggesting that the people who want to drive should pay for the busses for those who don't. **(32.2.4A)** No more roadside parking. It's hazardous. **(32.2.2K and 32.2.4A)** You can't just close down parking. A reasonable alternative needs to be available. **(32.2.4A)**

COMMENT #: 3597
DATE: 7/20/21 8:20 AM
SOURCE: Website
NAME: Brian Tonetti

COMMENT:

I'm in favor of the bus option. However, I think a train option would be a better long term vision.
(32.2.9A)

COMMENT #: 3598
DATE: 7/20/21 8:38 AM
SOURCE: Website
NAME: Benjamin Wood

COMMENT:

As an avid biker and resident in the area that will be affected, I am alarmed at the inadequate screening. I strongly feel that UDOT needs to develop a design which meets the requirements of our residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. "Improvements" to traffic flow which neglect and threaten the safety of the current residents should be scrapped and completely reworked. **(32.2.6.2.2A)**

COMMENT #: 3599
DATE: 7/20/21 8:53 AM
SOURCE: Website
NAME: Steven Jacobson

COMMENT:

PLEASE NO Gondola! **(32.2.9E)**

COMMENT #: 3600
DATE: 7/20/21 9:06 AM
SOURCE: Website
NAME: Lara Handwerker

COMMENT:

I believe that in a sensitive environmental area, and one as important to our region as LCC is, the options that require the least amount of change to the physical environment as possible should be explored first. I have been extremely disappointed to see that the enhanced bus without road widening option was eliminated from the process. If funding is provided to run buses every 5-10 minutes, and there is sufficient parking infrastructure built near or at the base of the canyon, plus a hefty fee to drive up the canyon in a personal vehicle, this would greatly reduce the amount of vehicle traffic and incentivize usage of the bus. With the construction of avalanche tunnels over the road in key areas, bus travel would be appropriate in the vast majority of cases. **(32.2.9A and 32.2.4A)** Of course there might still be outlier storms where the road is impassible for a certain amount of time, but that is a far better outcome than all of the negative impacts that a road widening or a gondola would have on the landscape and other users of the canyon than just those going to the two resorts. **(32.1.2D and 32.2.7A)** I hope you hear all of the voices speaking out against the construction of a gondola that would mostly benefit the two for-profit, inaccessible to many of our region's residents, resorts. There are few things more valuable to our region than our canyons. Please do not jump to the most disruptive decision first. Decisions made in concrete cannot be undone. Thank you for your consideration.

COMMENT #: 3601
DATE: 7/20/21 9:29 AM
SOURCE: Website
NAME: Olivia Darais

COMMENT:

Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

COMMENT #: 3602
DATE: 7/20/21 9:30 AM
SOURCE: Website
NAME: David Darais

COMMENT:

No one has asked the community what they want for wasatch. Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

COMMENT #: 3603
DATE: 7/20/21 10:09 AM
SOURCE: Website
NAME: Dave Wilk

COMMENT:

Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

COMMENT #: 3604
DATE: 7/20/21 10:22 AM
SOURCE: Website
NAME: Kai Benedict

COMMENT:

Hi, I appreciate the open period for public comment and I sincerely hope that the voice of the public will be considered more than those with the potential to profit greatly from this. In my opinion, the preference should go towards minimizing impact and keeping the canyon as wild as possible. I can appreciate the gondola idea as somewhat radical, but the idea of having a large set of cables running through the canyon is incredibly unappealing. **(32.17A)** I strongly wish that there was increased bus service from the park-and-rides as that does work within the existing infrastructure, is managed as a public utility rather than a public/private partnership, and is honestly not a bad way to travel. **(32.2.9A)** Not everything needs to be based on convenience, and having to wait for avalanche mitigation to be complete is part of the experience. I would like to see incentives for public transit explored more thoroughly in this instance (honestly all over SLC, but that is not part of this present debate). **(32.2.4A)** Ultimately, I think that any solution should have the impact on the natural experience as the primary issue to be considered, and access for all as a close second. **(32.2.6.3C)**

COMMENT #: 3605
DATE: 7/20/21 10:24 AM
SOURCE: Website
NAME: Rob Voye

COMMENT:

I am generally in favor of a gondola...though many questions must be answered **(32.2.9D)**

COMMENT #: 3606
DATE: 7/20/21 10:59 AM
SOURCE: Website
NAME: Mike Kraszewski

COMMENT:

I think there are less invasive ways to move forward with the traffic issue. I also believe last season was not a good representation of traffic due to people not commuting with others in the fear of transferring COVID. I think a tollbooth/annual with enough of a toll for individuals and reduced with more people in your vehicle is a better and less invasive way forward that will not instantly destroy the canyon.
(32.2.2Y and 32.2.4A)

COMMENT #: 3607
DATE: 7/20/21 11:06 AM
SOURCE: Website
NAME: Bonnie Carter

COMMENT:

I see no reason not to support the Gondola up Cottonwood Canyon. It seems like the responsible thing to do. **(32.2.9D)**

COMMENT #: 3608
DATE: 7/20/21 11:12 AM
SOURCE: Website
NAME: Geoff Smith

COMMENT:

I support the gondola option. It is the best outcome long term for the canyon. **(32.2.9D)**

COMMENT #: 3609
DATE: 7/20/21 11:18 AM
SOURCE: Website
NAME: Connie Thurman

COMMENT:

Looks like a great idea! (32.29D)

COMMENT #: 3610
DATE: 7/20/21 11:29 AM
SOURCE: Website
NAME: Thomas McMurtry

COMMENT:

I think that both these draft alternatives are good. I generally the gondola alternative better, but I'm happy that UDOT is improving the canyon regardless. **(32.2.9D)**

COMMENT #: 3611
DATE: 7/20/21 11:34 AM
SOURCE: Website
NAME: Randall Rolan

COMMENT:

I was initially in favor of the gondola, but I have changed my mind. I ask you to think about this...it really is the only answer, though local or lower income people would hate it. I propose that there be a winter LCC pass. Charge a lot for it. If there are still too many cars, charge more. At some point, cars numbers will seriously decrease, you've spent no public moneys (\$500 mil plus savings), and you've collected plenty (some could even be distributed to Snowbird and Alta before they sue for it). This is the answer. **(32.2.2Y and 32.2.4A)**

COMMENT #: 3612
DATE: 7/20/21 11:41 AM
SOURCE: Website
NAME: Greg Snyder

COMMENT:

At first I was all for the Gondola, but after looking more into it from projected models, from peoples testimonies, to even residents up the canyon and their perspectives. The biggest reasoning for my change in mind is setting a precedent for more expansion. If we allow this to happen it will keep allowing the resorts to have more say in what happens in the canyon because they want to expand and make more money. **(32.2.7A)** They are not worried about the repercussions about their actions of expansion for their personal growth as a company and to their share holders. This change will only positively affect the resorts, others who enjoy the canyon will only see the negatives on the construction of road or the massive towers that will be placed throughout the canyon. **(32.1.2B, 32.2.7A and 32.7C)** Also, this expansion will start to destory this fragile environment. It's our duty as government and citizens to protect these fragile environments especially from companies or entities that only want to profit from expansion. We must look at restricting the amount of people who can enter in the canyons during the winter time. **(32.2.2K and 32.2.4A)** The canyons aren't meant for this kind of expansion and the canyons certianly cannot be expanded just because our population is growing. If we expand in these canyons then we will lose the majestic and solitudness that these mountains and canyons offer.

COMMENT #: 3613
DATE: 7/20/21 11:46 AM
SOURCE: Website
NAME: Preston Corless

COMMENT:

Please take the long term view. We don't need wider roads and more vehicles. The gondola option is the best option. **(32.2.9D)**

COMMENT #: 3614
DATE: 7/20/21 12:13 PM
SOURCE: Website
NAME: Andrea Andersen

COMMENT:

I love the idea of a gondola, however it MUST be affordable for EVERY citizen. \$5 each way, for example, is too much. **(32.2.4A)** I spend a lot of time in the canyon all year and in every season, and I would love a gondola ride if I could afford it for my family but if it costs a family of 4 \$20 each way that's just too much and people won't use it. **(32.2.4A)** I also think it's a mistake not to have a stop around white pine or mid-canyon for hikers or those who want to experience the canyon. **(32.2.6.3G)** Just taking people directly to Snowbird and Alta makes moving throughout the canyon not possible so this seems to cater just to skiers or those who are headed directly to those resorts. **(32.1.2D)** If that is the case, Snowbird and Alta should deeply subsidize the cost of the gondola because people will be landing at their areas to spend money. **(32.2.4A)** Please also consider adding more parking to the Park & Ride at the mouth of the canyon, it's always packed in the winter and not enough spaces. Improved bus services should also be affordable and available. **(32.2.6.2.1C)**.

COMMENT #: 3615
DATE: 7/20/21 12:30 PM
SOURCE: Website
NAME: Kara John

COMMENT:

PLEASE bring back the TRAIN option. **(32.2.9F)** If buses and gondola can't stop at trailheads, what is the point of public transportation if it can't serve the population that visits backcountry in the winter or trailheads in the summer. **(32.2.6.6A)** You're only solving half of the problem. Gondola's are a novelty, but limited in capability compared to a whistle stop train that can unload passengers at trailheads- not just the resorts. **(32.2.6.6A Diesel powered buses are not a clean running choice. (32.2.6.3F)** Make it a long term solution with the most sustainable impact. Thank you

COMMENT #: 3616
DATE: 7/20/21 12:31 PM
SOURCE: Website
NAME: Mark Barrett

COMMENT:

In regards to LCC, a bus system is a better solution than a gondola. The buses would need to have adequate capacity and frequency that people would not need to wait long. **(32.2.9A)** They would need to stop at trails as well as resorts and run in summer as well as winter. **(32.2.6.3C)** It would be helpful to have hefty parking fees in the canyon. A gondola would be an eyesore, is expensive, and would not help congestion at trails. **(32.17A and 32.2.6.5G)**

The more important issue is the lack of adequate screening of Wasatch Blvd to develop a design which meets the needs of the surrounding neighborhoods. This would include the need for slower speeds for egress and ingress to neighborhood streets, safe buffered cross walks, traffic calming features for lowered speeds and buffered bike lanes. (ie. Sandy's development of Wasatch south of 9000 E). Finally UDOT has not adequately screened the potential for a north/south transit utilizing existing arterials to alleviate projected rush hour congestion on SR 210. A screening based on non stop bus service in which southeastern riders collect at transit stops in Sandy and are delivered to East Bench Cultural District, UofU via Highland Dr, I215, Foothill Blvd, etc must occur before a buildout of Wasatch Blvd for projected 2050 traffic, based on antiquated UDOT 2015 survey, is confirmed. **(32.2.6.2.2A and 32.2.2AA)**

COMMENT #: 3617
DATE: 7/20/21 12:37 PM
SOURCE: Website
NAME: Jane Arhart

COMMENT:

I prefer the increased bus service in LCC because it is more efficient and less of an environmental eyesore! **(32.2.9A)**

COMMENT #: 3618
DATE: 7/20/21 12:46 PM
SOURCE: Website
NAME: Doyle Dow

COMMENT:

Enhanced Bus Alternative is the only reasonable and economically feasible way to address the traffic problem in Little Cottonwood Canyon. **(32.2.9A)** The gondola will never serve enough people fast enough at a cost that people would be willing to pay to reduce the use of private cars in the canyon. **(32.2.4A)** The gondola makes all the users have to somehow arrive at one specific location to load on the gondola which will make for a big traffic and parking problem on Wasatch Boulevard. **(32.2.6.3E)** The gondola also does not stop at other points in the canyon except ski areas. There is a need for winter and summer stops at other location to provide for recreational users besides ski resort skiers. **(32.2.6.3C)** The gondola is also a visual blight on the scenic beauty of the canyon. **(32.17A)**

The Enhanced Bus Alternative would be much less expensive and more users could afford to pay to ride the bus and would require less taxpayer subsidy. **(32.5A, 32.2.4A, and 32.2.7A)** The buses can be used in the city when there is a reduced demand for canyon transport. Bus service allows for multiple stops in the canyon to better serve all recreational users and not just resort skiers. **(32.2.6.3C)** At some point all the buses will likely be electric or some other low polluting form of power and pollution will not be an issue. **(32.2.6.3F)** Buses can depart from multiple points in the valley in the valley with direct service to the canyon without a need for users to converge at a central point which helps to prevent traffic jams on Wasatch Boulevard. School parking lots could be used on weekends and holiday periods for parking and bus departure points along with other areas. **(32.2.2I)**

COMMENT #: 3619
DATE: 7/20/21 12:47 PM
SOURCE: Website
NAME: Ann O'Connell

COMMENT:

Opposition to the gondola solution: I object to the gondola for aesthetic reasons and because I fear it will lead to similar structures over ridgelines to other canyons. **(32.2.9E and 32.17A)** Also, a gondola does not serve those of us who visit parts of the canyon other than the ski resorts. **(32.2.6.5G and 32.2.6.3C)**. I object to the bus alternative that has been selected because it requires construction of another lane and truly unnecessary snow sheds."**(32.2.9B and 32.7A)**

COMMENT #: 3620
DATE: 7/20/21 12:48 PM
SOURCE: Website
NAME: Ann Carter

COMMENT:

To protect Little Cottonwood Canyon we should not be trying to get more people up there. **(32.1.2B)** I am horrified by the idea of a gondola invading the space. Your science might be accurate in terms of people moving but ignores the very essence of this immeasurable asset to our community. **(32.4I)**

COMMENT #: 3621
DATE: 7/20/21 12:52 PM
SOURCE: Website
NAME: Maia Ermakova

COMMENT:

Inadequate screening to develop a design which meets the requirements of a residential neighborhood including slower speeds for egress/ingress to intersecting streets, numerous buffered cross walks & traffic calming features for lower speeds, and buffered bike lanes for Utah's highest cycling/running roadway section. **(32.2.6.2.2A)**

UDOT inadequately screened potential of north/south bus transit utilizing existing arterials to alleviate projected rush hour congestion for SR 210. A screening based on a modernized, non-stop bus service in which southeastern SL Valley riders collect at transit stop (s) in Sandy and are delivered to East Bench Cultural District/U of U along Highland/I-215/Foothill Drive must occur before a build out of Wasatch Blvd for projected 2050 traffic, based on an antiquated UDOT 2015 survey, is confirmed. **(32.2.2AA and 32.2.6.2.2A)**

COMMENT #: 3622
DATE: 7/20/21 1:25 PM
SOURCE: Website
NAME: Rebekah Lawlor

COMMENT:

Dear Utah Department of Transportation,

I have lived here my entire life, and watched the dramatic changes in terms of increased visitor use of our beloved LCC, and the impact it's had. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). I am a climber, hiker, and a skier. I need access to LCC at various points of the canyon, so do others. Year-round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 3). While I'm not for the gondola, I'm even MORE against canyon road expansion, which will impact the 1,200 plant and animal species that rely on their ecosystem. This isn't just about human access and needs, in fact, the flora, fauna, and wildlife and overall protection of the canyon should be the primary goal. **(32.13B and 32.1.2B)**
- 4). Traffic congestion in LCC will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A and 32.7C)** We need to remove private vehicles from our roadways, not add them!**(32.2.2L)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it and many locals will likely want to avoid the hassle of so many transfer points and drive anyway. **(32.2.4A)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**
- 5). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)

In conclusion -- I think we need to go back to the drawing board. Neither of these two suggestions achieve a sustainable solution to our current problem. More buses in more locations more frequently throughout the valley would better serve the canyon, our overall air quality, and provide more people access. **(32.2.2I)**

COMMENT #: 3623
DATE: 7/20/21 1:25 PM
SOURCE: Website
NAME: Amelia Wilson

COMMENT:

Both of the proposed options will cause significant and permanent Alterations to the canyon. This will affect other recreational activities that draws people to the canyon including hiking and rock climbing **(32.4A, 32.4B, and 32.4G)**). My request is that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A and 32.2.4A)**

Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

COMMENT #: 3624
DATE: 7/20/21 1:33 PM
SOURCE: Website
NAME: Jack Weis

COMMENT:

The Gondola alternative (I personally favor running it from La Caille but am open to the other option as well) is easily the best proposal. **(32.2.9D)** It recognizes the reality that the existing road is more than sufficient to handle trucks and emergency vehicles; the traffic problems are entirely due to people going to the ski resorts. No road widening (not great for water quality and absolutely awful for the aesthetics of the canyon) is required for this alternative and the cost and capacity are comparable to the enhanced bus service (which would require road widening). **(32.12B and 32.17B)** It's cheaper than the cog railway and, again, requires far less ground disturbance.

Again, road widening is not the way out of this. It harms the views and watershed and fails to provide an alternative to the single, avalanche-prone road. A gondola could continue to run when the road is closed due to avalanches. **(32.12B, 32.17B, and 32.2.6.3P)** Enhanced bus service in the shoulder lane is, ultimately, nothing more than a creative take on widening the road.

I also disagree strongly with the draft EIS's conclusion that the gondola is not scalable. This is a failure to think creatively about the next stage of the project: a gondola or chairlift connecting LCC to the Park City resorts has been floated over the years; this gondola could relatively easily be extended over the mountains to fill that need. A bus, the so-called scalable alternative, could not easily be extended in such a way. **(32.2.2N)**

I'd also support charging (reasonable - think \$5, not \$40) tolls for the canyon road during peak hours. I won't like paying them but it makes more sense than asking taxpayers in St. George to fund this project. **(32.2.4A)** If it's politically impossible I'd rather see a gondola funded with taxpayer money than not at all, but if we're trying to lower car traffic on the road and find money to build alternatives this seems like the obvious way to encourage people to consider alternatives and provide funding to build said alternatives. Tolls work fine in Millcreek Canyon already. **(32.2.7A and 32.2.4A)**

Snowsheds would be cool but the gondola should be our top priority right now.

COMMENT #: 3625
DATE: 7/20/21 1:49 PM
SOURCE: Website
NAME: Amy Fulton

COMMENT:

The environmental impact of these final two solutions as well as the cost--AND THE FACT NEITHER FULLY SOLVES THE PROBLEM--is enough to send this back to the drawing board. Add more buses, add a toll, collect more data and revisit this in two years. **(32.2.9A and 32.2.4A)** Also, work with the resorts on doing something about incentivizing full cars. LCC has gotten out of control, especially in the winter. **(32.2.4A)** And the gondola parking only holds 1500 cars...so not going to work--it's just meant to attract more people (which we cannot efficiently transport up the mountain), worsening the problem. **(32.2.6.2.1C and 32.7C)**

COMMENT #: 3626
DATE: 7/20/21 1:50 PM
SOURCE: Website
NAME: Patricia Bowles

COMMENT:

I think the gondola makes good sense! For the people who enjoy the canyon and for the infrastructure by relieving the traffic and making it safer for everyone! It would be a great benefit to the community as well as travelers who visit the area every year! It's good business!(**32.2.9D**)

COMMENT #: 3627
DATE: 7/20/21 2:02 PM
SOURCE: Website
NAME: Robert Rolfs

COMMENT:

I am a frequent user of the cottonwood canyons including skiing at Alta and snowbird, backcountry skiing, snowshoeing and hiking in the winter and biking and hiking in summer. I am deeply concerned by the changes in the canyons over the past 20+ years. It is essentially not possible to access the canyons on weekends when it snows and increasingly when it doesn't snow and on weekdays. We absolutely need to make changes. I am concerned at the alternatives presented. My main concerns are what is not well addressed. We need to increase transit options to the canyons and reduce cars. The transit options need to be designed more comprehensively starting further from the canyon mouths than this EIS contemplates. If we fail to do that, this will be a failed effort long term. **(32.2.4A and 32.2.6.2.1C)**. Given the alternatives presented, I do not favor the gondola options. **(32.2.9E)**. They don't sufficiently address the congestion, have large visual and environmental impact and don't in any way help users who are not going to the ski areas. **(32.7B, 32.7C, 32.13A, and 32.17A)** I favor the bus alternative with additional measures to reduce single occupancy vehicles. **(32.2.9A and 32.2.4A)** I am ambivalent about the enhanced roadway option. As a cyclist, having a safe lane for summer use would be a big plus but the environmental impacts are substantial. **(32.13B)**. I am concerned that only little cottonwood road is addressed..while it is the worst, big cottonwood is also becoming unusable many days. It seems like especially the fixed options like gondola and cog train are only aimed at LCC. Comprehensive transit based options could also be used to target BCC. **(32.1.1A)**

Thanks

COMMENT #: 3628
DATE: 7/20/21 2:16 PM
SOURCE: Website
NAME: Brian Doubek

COMMENT:

I support increased bus service in Little Cottonwood Canyon but not adding a dedicated bus lane. **(32.2.9A)** Ideally the canyon should be closed to cars altogether and only be accessed by bus. **(32.2.2B)** In addition, buses should be free. **(32.2.4A)** Cost of bus service could be offset by increasing resort/hotel/ticket fees at Alta/Snowbird. I do support building of avalanche sheds. **(32.2.9K)**
Thanks for your consideration.

COMMENT #: 3629
DATE: 7/20/21 2:24 PM
SOURCE: Website
NAME: Cody Lutz

COMMENT:

Although I am somewhat concerned about both proposals because visitor carrying capacity within the canyon seems to have been overlooked (who wants to take a bus or gondola up just to sit in a chair lift all day?), **(32.20B and 32.20C)** I think that the gondola option provides better reliability and safety and will minimize traffic incidents on the busiest of winter days and is probably better than expansive road widening. **(32.2.9D)** The downside is limited access to other popular summer + winter recreation spots other than the ski resorts. My preferred alternative would be between the gondola and expanded bus access + limited (no peak hour) vehicular access with limited road widening. **(32.2.2W)** This would allow access to areas other than the ski resorts and move large number of people more efficiently than the "red snake" traffic jams. **(32.2.6.3C)** I think these two options best represent Utahns' values of conservation, air quality, and convenient access to recreation. **(32.10A and 32.4G)** Trade-offs between these different values within the alternatives are partially captured in the comments above.

COMMENT #: 3630
DATE: 7/20/21 2:35 PM
SOURCE: Website
NAME: Herb Witte

COMMENT:

local ski passes are costly and parking reservations hampered the availability to use a pass . now a gondola to the rescue for skiers at what cost ? this appears as a way to get resorts to sell the spaces and make our shuttle at what cost to local skiers anually \$\$\$ **(32.2.7A and 32.2.4A)**

COMMENT #: 3631
DATE: 7/20/21 2:38 PM
SOURCE: Website
NAME: Timothy Boman

COMMENT:

The Gondola idea is NOT a good option! (32.2.9E)

COMMENT #: 3632
DATE: 7/20/21 2:52 PM
SOURCE: Website
NAME: Gordon Strachan

COMMENT:

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

COMMENT #: 3633
DATE: 7/20/21 3:04 PM
SOURCE: Website
NAME: Bryson Webb

COMMENT:

Hello! My name is Bryson Webb and I moved to Salt Lake City shortly after graduating high school in 2011. I moved out here to ski the “greatest snow on earth” and haven’t looked back. I have recently become more local after purchasing my first house in the Salt Lake valley last year. I love skiing and care a lot about the impact on the environment. Today I want to write both encouraging you to utilize buses rather than aerial gondolas and to promote less traffic in the canyons.

I have ridden in a variety of trams and gondolas in the US and want to start by saying, they are a lot of fun and serve their purpose in specific locations. But I want to make it perfectly clear that this is NOT the location to have a gondola up Little Cottonwood Canyon. The aerial gondola is too expensive of a project to serve only two ski resorts, especially when this is coming from public tax dollars. **(32.2.7A, 32.1.2D, and 32.7C)** If a tram is built in the future, it should not be funded by UDOT but instead by the ski resorts themselves who would benefit the most from them. I personally do not think I would ride the gondola when I would ski due to the fact that I spend the majority of my time skiing in the backcountry. Many of the trailheads I ski from are much more easily accessible via bus and the aerial gondola could not and would not benefit the backcountry ski community. **(32.1.2D)**

I am a very strong fan of improved bus systems. I believe the UTA buses are working really hard to make buses a better option and have drastically improved in recent years yet there is still plenty of room for growth. With the acceptance of the pandemic limiting buses capacity and what nots, I have been very impressed with what UTA has done to promote bus traffic. During the 18-19 winter season I personally saw how the traffic was getting worse in both Cottonwood canyons, especially on weekends and holidays, and made a personal pact to myself that I would use public transportation more often. I rode the ski bus maybe a dozen times that winter season, and while I did not particularly enjoy having to arrive earlier, wait for the bus, stand during the ride due to limited seats and enduring all of the stops that were not mine, I felt good about what I was doing. Fast forward one year to the 19-20 season, I saw how UTA had increased the number of buses during peak hours and I learned of the Millrock Parking garage I was able to park at being a Snowbird employee. These made taking the bus much easier and more enjoyable for myself. I took the bus many more times that year, not only when working and not only on weekends, but on recreating days and weekdays. If bus travel was made easier, more people would choose to ride the bus **(32.2.9A)**.

I believe that more frequent bus service, as well as free bus service up the canyon is the quickest and cheapest way to decrease traffic in the canyons. **(32.2.9A and 32.2.4A)** As I mentioned before, I recreate in the canyons on weekdays mostly. I, as well as many of my friends, have chosen careers which involve shift work and often working weekends and holidays. We often avoid the canyons on busy days to decrease environmental impact and traffic on these narrow roads. When we do choose to recreate or travel up the canyons on these days, we always take the bus to decrease our impact. This last year during the pandemic I ran into a new problem that I had not experienced before, I did not buy a ski pass and consequently had to pay for the bus. I did not enjoy this and consequently did not ride the bus a single time this past season. I firmly believe that providing a FREE bus up the canyons would promote people to ride the bus more. On top of that, a canyon toll during peak season/ weekends and holidays, would incentivize people to use the free public transit more often. **(32.2.4A)** If cost is too high to maintain a free canyon ski bus, funds can be raised through a weekend/holiday toll on the canyons. This idea fits almost perfectly in line with the preferred alternative enhanced bus plan.

I am a strong proponent of the enhanced bus plan because I believe that this creates the best ratio of least environmental impact to greatest movement of people. With constantly changing advances to transportation, environmental safety and more, this plan has great room to grow and improve in the future. I don't believe it will be long until we will have automatic, electric buses shuttling people to trailheads and resorts both winter and summer. (32.2.6.3F and 32.2.6.3C)

Bryson Webb



COMMENT #: 3634
DATE: 7/20/21 3:20 PM
SOURCE: Website
NAME: Lindsey Evenstad

COMMENT:

Love the idea more than widening the road, as gondolas are a little less invasive. As long as they arent super pricey to ride, then go for it!!(32.2.9D and 32.2.4A)

COMMENT #: 3635
DATE: 7/20/21 3:30 PM
SOURCE: Website
NAME: Adison Christiansen

COMMENT:

Please consider the impact that any of these projects will have on climbing areas. Little Cottonwood is home to some of the best climbing in the world and many of these projects would destroy irreplaceable boulders and routes. Please don't do that. **(32.4A and 32.4B)**

COMMENT #: 3636
DATE: 7/20/21 3:36 PM
SOURCE: Website
NAME: Andy McKerrow

COMMENT:

Having reviewed the 2 remaining plans for Little Cottonwood Canyon I'd like to express my support for dedicated bus lanes instead of the gondola. **(32.2.9B)** Utah residents and visitors will benefit far more from extra lanes, which are there year-round for cyclists and other road users. Resort skiing is not affordable for a huge chunk of Utah residents and the gondola does not benefit them at all, while the better roadway would. I strongly believe that UDOT should not be subsidizing the resorts with taxpayer dollars, and buying them a gondola does that and only that. Improving a UDOT roadway has other benefits. **(32.1.2D, 32.2.7A, and 32.7C)** Finally, whatever plan is chosen, there should be a toll to use the canyon in the peak season. Most Utah residents rarely or never go up this dead-end highway. Those of us who do (myself included) should bear some of the cost of building and maintaining this challenging roadway. Thank you! **(32.2.4A)**

COMMENT #: 3637
DATE: 7/20/21 3:53 PM
SOURCE: Website
NAME: Matthias Pashkowich

COMMENT:

That would be great to see that happen and does it saves a lot of money but how much is the fare for the gondala ride season pass (maybe) monthly it might work or not **(32.2.4A)**

COMMENT #: 3638
DATE: 7/20/21 4:09 PM
SOURCE: Website
NAME: John Bercaw

COMMENT:

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

Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

No gondola!!!!

COMMENT #: 3639
DATE: 7/20/21 4:21 PM
SOURCE: Website
NAME: Alison Lewis

COMMENT:

I am VERY opposed to the Gondola. **(32.2.9E)** I don't see this as an appropriate solution to the issues LCC faces. **(32.1.2D)** Additionally, I don't see this as an equitable solution as I wonder how widely available and useful the gondola will end up being to the diverse population found within the valley. **(32.5A)**

COMMENT #: 3640
DATE: 7/20/21 4:35 PM
SOURCE: Website
NAME: Kimberly Brown

COMMENT:

The Gondola Works program has my full support. As a someone who lives and works in Utah, and for a Utah company, Full-Time I appreciate The Gondola Works program a lot. It will help preserve Utah and Utah's wild environment. Plus, The Gondola would be an amazingly unique experience that would likely drive up tourism. Love The Gondola! **(32.2.9D)**

COMMENT #: 3641
DATE: 7/20/21 4:40 PM
SOURCE: Website
NAME: David Glauser

COMMENT:

I support the gondola and would like to see it implemented even further. Consider more stops for the gondola, make it the main method of canyon access year round. **(32.2.9D and 32.2.6.5G)** Charge a heavy toll for cars with a season car pass option. **(32.2.4A)** Cars in the canyon are dangerous, noisy, pollute, kill animals, and take up space for parking. A gondola should seek to greatly reduce car traffic year round. **(32.7C)** Road bikers and animals would be much safer. The canyon would be cleaner and quieter. The gondola would make the cottonwood canyons so unique Thanks and good luck! I know you can't make everyone happy but hope you can pick the solution that will be best for the future.

COMMENT #: 3642
DATE: 7/20/21 5:36 PM
SOURCE: Website
NAME: Liam Murphy

COMMENT:

I am a resident of Salt Lake City and I strongly oppose the gondola and road widening alternatives due to the impact on the lower canyon environment. **(32.2.9E and 32.2.9C)** I cherish the climbing resources and the serenity of Little Cottonwood Canyon and I fear that both of these options will destroy this. Please consider the alternatives proposed by the Salt Lake Climbers Alliance. **(32.4A and 32.4B)**

COMMENT #: 3643
DATE: 7/20/21 5:48 PM
SOURCE: Website
NAME: Steve Pruitt

COMMENT:

The first objective of government is to do no harm and with the exception of leaving things status quo and adding more buses, all of the other options do harm - most particularly Gondola Alternative B lobbied by Neiderhauser and La Caille (presumably where the name of the base station originated). **(32.2.9A)** Are they paying for the free advertising as none of their property is being impacted or used for the project. **(32.2.6E)** In particular, Gondola Alternative B is the worst option for any number of reasons including; **(32.2.9E)**

1. Except for the status quo option, the proposed changes do nothing more than benefit the private businesses at the top of the canyon and those lobbying to capitalize on commercial options at the tram terminus. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)**
2. Except for the status quo option, all other solutions are tantamount to burning down a barn to kill a rat in that each solution only provides relief for those few days each winter season when the conditions limit vehicular traffic, most of which can be mitigated through snow sheds at historical slide points. **(32.1.2B, 32.1.4D, and 32.9K)**
3. Gondola Alternative B forces all tram traffic coming from the south onto Wasatch Blvd. making Wasatch Blvd. worse than it already is and forcing this traffic into a left turn at the intersection that has no ability to handle such an increase. **(32.2.6.5E)**
4. Gondola Alternative B will create significant traffic jams at the parking structure entry/.exit point particularly at the end of the day given the amount of left turns necessary to evacuate the parking garage forcing area residents into major problems who use 210 as their primary route to and from their residences. **(32.2.6.5E)**
5. Gondola Alternative B indicates that you have been woefully negligent in your depictions of the visual damage that this option would inflict having provided no drawings in section depicting the visual blight 30-story tram towers will inflict. **(32.17A)**
6. You have indicated that Gondola Alternative B would have no impact on wildlife yet, having lived in the proposed path of the tram for over 30 years, I enjoy the daily soaring of eagles and hawks who regularly visit in the large tress in my back yard along 210. You have provided no study with respect to the impact on these birds of prey from the tram towers, cables, cars, movements and noise. I believe that these are most probably protected under both State and federal laws for which this alternative would be in violation. **(32.13A)**
7. According to you, 40% of the winter canyon traffic uses Wasatch Blvd. and/or 209 for access yet you have provided nothing in your studies to indicate why these routes have not been addressed in your planning or why they are not the preferred route. **(32.1.2D, 32.7B, 32.2.7A, and 32.2.6.2.2A)**
8. You have provided nothing with respect to the impact on privacy and loss of property values that Gondola Alternative B would impose on all residents in the mouth of the canyon and in particular those of us whose back yards would be forever damaged by continual tram movements and destruction of our privacy. **(32.4L and 32.4M)**

COMMENT #: 3644
DATE: 7/20/21 5:53 PM
SOURCE: Website
NAME: William Lenkowski

COMMENT:

Please Do Not opt for the Gondola alternative! Although there are some good reliability points to the argument, it will forever deface a spectacular wilderness area! **(32.2.9E and 32.17A)**

COMMENT #: 3645
DATE: 7/20/21 6:11 PM
SOURCE: Website
NAME: Kelvyn Cullimore

COMMENT:

I commend UDOT for tackling the issue of increasing congestion on Wasatch Blvd. While there are days that are not congested the number of days in the future when congestion will be intolerable will only continue to grow. **(32.1.4D)** There are several elements on which I would like to comment. Speeds on Wasatch Blvd - Road design is often a determinant of speed. Long stretches of road tend to encourage greater speeds. I am not in favor of setting unrealistic speed limits as data shows these unrealistic limits are often exceeded and create significant enforcement challenges. That said, I would be in favor of creating a street design with planters or other elements that would encourage a lower speed on the road. I would also be in favor of fully developing the bike paths, pedestrian paths and five lane design in a way that encourages lower speeds and making the Boulevard more user friendly. Neighborhood Ingress and Egress - Presently there is only one semaphore on Wasatch Blvd between Fort Union and the High-T intersection at Wasatch Blvd and North Little Cottonwood Canyon Road. When traffic is heavy on Wasatch residents tend to gravitate to the one semaphore. I believe mitigating the detrimental impacts of increased traffic on local residents should be a top priority. To that end, there should be serious consideration given to placing a semaphore at Kings Hill Drive and Wasatch including straightening out the curve at that point of Wasatch. Another semaphore should be considered for Prospector Drive and Wasatch Blvd. While the purpose of these semaphores is ingress and egress, they will have the added benefit of providing some traffic calming. Ignoring the ingress and egress problem would be the ultimate in poor planning especially with the technology available today to synchronize the semaphores. **(32.2.6.2.2A)**

Tolling of the Canyon - In order to encourage citizens to use either Enhanced Bus service or a Gondola option, there must be an element of tolling the canyon. It can be at peak times or it can be ratable based on the number of vehicle occupants. But an automated tolling system should be a key element of the plans. **(32.2.4A)**

Parking Structures - Whatever option is chosen, parking will be required. To keep the traffic impacts to a minimum parking structures distal from the canyon should be emphasized. The parking structure at 9400 South and Highland should be prioritized with the most number of parking spots being located there using public transportation to access the Gondola. Parking at Big Cottonwood Canyon Gravel Pit should also be emphasized as it will ultimately be important for Big and Little Cottonwood Canyon. Parking at the mouth of Little Cottonwood should be de-emphasized. **(32.2.6.2.1C)**

Gondola vs Enhanced Bus - Given that the costs over time are relatively comparable, the decision should be based on the options that create the least impact and provide the greatest safety. Safety would argue in favor of the Gondola option as it can operate in all kinds of weather. Bad weather on the canyon road is not really mitigated by extra lanes. Therefore, given relatively similar costs, the safety element of a gondola makes it the better choice. **(32.2.9D)** The visual pollution would be a minimum. **(32.17A)** Some argue that this is too big an expense for mitigating 15-20% of the days that may have bad weather or high demand. This ignores the fact that congestion is not dependent on bad weather and demand will continue to increase. We have an obligation to make the resources of the canyons accessible to as many people as desire to use them.

Ski Resort Participation - While the ski resorts will be beneficiaries of these new facilities, they are only one stakeholder. Accommodating tourists helps us generate revenue that benefits the state. Also, the impacts on Cottonwood Heights and Sandy cannot be ignored. And finally, our own citizens access and utilize the canyons. Still, the most significant beneficiary will be the ski resorts. There should be an

action plan with the ski resorts that assures they leverage these resources such as requiring all employees to use the resources, limiting parking at the resorts and contributing financially, based on the benefits they receive. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 3646
DATE: 7/20/21 6:14 PM
SOURCE: Website
NAME: Tim Boschert

COMMENT:

prefer a cog train to be able to have access to several areas of canyon and not be limited with a few tram stops. **(32.2.9F and 32.2.6.6A)** Any alternative falls short dealing with parking and transfer accommodations at mouth of canyon and along SR-210. Feel the EIS totally misses the "base area" concept for parking etc at the mouth. Need a village concept and TOD review for this proposal to make it work. **(32.2.6.2.1C)** Don't limit cog rail to SLC side of canyon. extend to big cottonwood cyn, Park City, and Alpine sides. **(32.2.2N and 32.2.2Q)**

COMMENT #: 3647
DATE: 7/20/21 6:33 PM
SOURCE: Website
NAME: Dan Barrell

COMMENT:

-Thanks for the opportunity to take my feedback -Grateful the community is coming together on solutions to address traffic in the canyons -I want to express my adamant opposition to the Gondola and convey my strong support for the enhanced bussing option. **(32.2.9E and 32.2.9A)** As a taxpayer who will be funding this project, it is important that we move forward with a solution that best mitigates the traffic problem. From my analysis the Gondola will not sufficiently traffic problems in the canyon. **(32.2B and 32.7C)** -The problems with the Gondola include the following: 1) The biggest downside of the Gondola is the travel time. It will take almost an hour to travel from the Cottonwood Heights park and ride and still involve a bus ride. **(32.2.6.2.1C)** The Gondola will not remove people from cars, because people will not want to take such a long travel time, when bus travel time is significantly longer. **(32.2.4A)** Transportation should be convenient to incentivize usage, such a long travel time and having a two leg trip does not achieve this and as a result people would not use the service. 2) The biggest advantage of the Gondola is that it can operate during winter storms and after avalanches. This happens probably only 8 – 12 times per ski season, which only makes this a better option 3% of days of the year. **(32.1.4D)** We should be focused on the 97% of the year. In addition, if traffic is backed up at Little Cottonwood canyon cars and buses would have difficulty accessing the Gondola and which negates the versatility of the Gondola. **(32.2B and 32.2.6.5E)** 3) The Gondola will ruin the character of Little Cottonwood canyon for the future and permanently scar the sacred wild and natural views of the glacial formed cottonwood canyon. **(32.17A)** 5) I have a concern that the Ski Resorts and Ski Utah are strongly advocating for this approach is to create a foundation to extend to Big Cottonwood canyon and Park City and essentially tee up another ski link proposal that public was very opposed to. I believe many of these stakeholders are thinking of how they can market Utah skiing to outsiders rather than creating the most viable solution for local Utahns. **(32.1.5B)** We are talking spending half a billion dollars with the public paying for a service exclusively benefit the ski resorts and not facilitate the access of public to trailheads on public lands. **(32.1.2D and 32.2.7A)** The Enhanced bussing is the best solution for the following reasons: 1) Significantly faster travel time will result in much higher usage. The Gondola is a novelty that few people will ride in the summer that are using it as a transportation alternative, due to the long travel time and limited ability to more broadly serve the canyon. **(32.2.4A)** 2) Higher capacity to move more people out of cars. 3) Would be able to operate out of a large hub in Cottonwood heights that would minimize traffic on Wasatch Blvd, and serve both Big and Little Cottonwood Canyons. 4) This will become carbon neutral in 10 years once electric buses, which will replace the diesel buses. **(32.2.6.3F)** 5) Aside from 3% of days of the year, buses will be able to better serve Wasatch recreationalist in both summer and winter. **(32.2.6.3C)** The main reason why we should not move forward with the Gondola is that it will not get people out of cars due to the long travel time. The buses are far more versatile, and I believe is the strongest of the two options.

COMMENT #: 3648
DATE: 7/20/21 7:15 PM
SOURCE: Website
NAME: Brian Kissmer

COMMENT:

Hi all. My name is Brian Kissmer. I am a doctoral student studying ecology and computational genomics at Utah State University. I am here today to explain why the proposed gondola project will not effectively reduce traffic to the ski resorts, while providing a more economically and ecologically sustainable alternative.

According to the economic law of Induced Demand, after the supply of a commodity increases; here being access to local ski resorts, if there is still sufficient demand then more of that commodity will be consumed overall. In other words, the cars that are removed from the road by a gondola will simply be replaced by more cars because demand to get into the canyon is sufficiently high that more people will capitalize on the increased capacity. **(32.2.4A and 32.20E)** The draft EIS does not account for the increase in demand to drive up the canyon after the perceived increase in roadway capacity following construction of the gondola. **(32.20E)** Providing that a similar lack of traction enforcement is in place after the gondola's installment, traffic will likely return to its original levels due to congestion and ill-prepared drivers. The only people who will enjoy the benefit of the gondola are wealthier clients, typically out-of-state tourists, rather than the average Utahn. **(32.2.4A)**

My proposed alternative is similar to the method used by Zion national park, which sees over 6 million visitors per year. I am suggesting the construction of a parking garage at the gravel lot, with an all-electric bus fleet shuttling skiers to the ski resorts without the option of driving up themselves during peak hours. **(32.2.2B)**

The Proterra Catalyst E2, an all-electric transit bus, has been shown to outcompete both diesel and EV competitors for various metrics including maximum hill grade, climb speed, and maintenance cost. The bus can maintain a speed of 40 mph on a 10% uphill grade, utilizes regenerative downhill braking, and maintains excellent energy efficiency. This specific model set the world record for the longest electric bus drive on a single charge at 1,101.2 miles and has a recharge rate of approximately six hours. While the \$750,000 cost of a single bus is higher than that of a diesel bus (~\$500,000), maintenance costs of the Proterra are on average 30% cheaper than the maintenance costs of a diesel bus. The average lifetime maintenance cost of an electric bus is \$.60/ a mile, versus \$.85/mile for an average diesel bus **(32.2.6.5F)**.

The cost of 30 Proterra Catalyst E2 buses totals to about \$22.5M. The additional charging ports will cost up to \$50,000 each with a total cost of \$1.5M. Total operation and maintenance costs for 30 buses over a lifespan of 250,000 miles (12 years) is approximately \$4.5M.

Closing the road to private vehicles during peak hours will remove the apparent necessity to increase the number of lanes within the canyon, cutting down on renovation costs. It will also prevent a handful of ill-prepared drivers from slowing down the entire train of commuters in the event of inclement weather. The combined efforts of our current bus fleet and the additional electric buses would sufficiently cover the amount of commuters to the resorts, and the reduction of traffic congestion would increase the turnaround rate for buses as they return to the parking area to pick up more passengers. **(32.2.2L)**

Finally, if the gravel lot does not provide enough parking for the drivers that would normally drive themselves during peak hours, high estimates for the construction of a parking garage give a cost of about \$28,000 per space, or \$14.2M for a garage with 500 parking spaces. Building a parking garage

will reduce the amount of square footage required to house the cars for passengers and will remove the necessity for development within the canyon. Between the bus fleet and parking garage this liberal estimate adds up to about \$42.7M, or 7.21% of the \$592M price tag of the proposed gondola system. If the bus fleet is completely replaced after 12 years the cost will total \$71.2M, or 11% of the gondola project. Furthermore, this project could be expanded if my estimates are too low to accommodate the amount of commuters without ever coming close to the price of the gondola project. **(32.2.7C)**

Overall, the proposed gondola is an overpriced, ineffective, and unsustainable project that will not provide a solution to the current issue of road congestion in Little Cottonwood Canyon. Here I have proposed a simpler, cheaper, and environmentally conscious solution. Knowing that there are better alternatives than what are currently proposed in the draft EIS, I would like to let proponents of the gondola understand that if they go through with this project, they will be forcing Utahns to foot the bill of a project that will not benefit them, and that will stain one of the most treasured wild spaces in the country. Thank you for your time. **(32.2.9A)**

COMMENT #: 3649
DATE: 7/20/21 7:28 PM
SOURCE: Website
NAME: Cindy Turner

COMMENT:

I am strongly opposed to the Gondola and road widening proposals because of the way they would permanently alter the landscape. **(32.2.9C and 32.2.9E)** These proposals would destroy boulders that I regularly climb with others in the climbing community in SLC. **(32.4A and 32.4B)** I worked a number of years at various ski resorts/national parks and I saw a lot of value in running many free shuttles and tolling/restricting public traffic. **(32.2.2B and 32.2.4A)** When done correctly, frequently run shuttles are a pleasure to use and benefit the whole community. Please consider other options that will preserve the beautiful canyons we are privileged to live near. **(32.2.9A)**

COMMENT #: 3650
DATE: 7/20/21 7:32 PM
SOURCE: Website
NAME: Alyse Crosby

COMMENT:

I fully support the gondola going up in Little Cottonwood Canyon !! (32.2.9D)

COMMENT #: 3651
DATE: 7/20/21 8:01 PM
SOURCE: Website
NAME: Jake George

COMMENT:

How can we justify half a billion dollars on a permanent change to the canyon that only helps with less than 20 days of traffic? **(32.1.2B and 32.1.4D)** Given that both the gondola option and enhanced bus option include commonalities with snowbanks and tolling, UDOT should **STRONGLY** consider starting with the commonalities (which are temporary) and then reassessing the other options (which are permanent!) **(32.2.9S)**

COMMENT #: 3652
DATE: 7/20/21 8:27 PM
SOURCE: Website
NAME: Afton Barlow

COMMENT:

Adding this would help with traffic in the winter, kinda would be sick to get up to the canyon sooner to get to skiing faster! I love this canyon but the traffic is terrible. The gondola would help a lot! **(32.2.9D)**

COMMENT #: 3653
DATE: 7/20/21 8:41 PM
SOURCE: Website
NAME: James Lewis

COMMENT:

The gondola system is a great way to improve transportation in the canyon. It would be dedicated to little cottonwood traffic and would be beneficial to the environment as it could rely on renewable energies only. **(32.2.6.5P)** Busses currently rely on nonrenewable resources, in addition to resource costs that we don't normally consider in the long term (rubber, asphalt, concrete). **(32.2.6.3F)** The gondola system seems like a higher price when we only consider upfront costs, but when looking at the long term savings, a gondola system would be a much better investment. A gondola system also allows the preservation of the environment and looks really good among the backdrop of the beautiful canyon, as we can see from the current gondola at Snowbird, as an example. **(32.17A)** As someone who drives up and down the canyon frequently, I loathe using the road and dealing with the constant construction that seems to always be happening. I would love to use a gondola system to get up and down the canyon. **(32.2.9D)**

COMMENT #: 3654
DATE: 7/20/21 8:55 PM
SOURCE: Website
NAME: Jason Gabler

COMMENT:

The goal of this process is to remove cars from LCC. Here are my thoughts on the 2 options.

THE GONDOLA WILL NOT WORK AND IS A WASTE OF MONEY. (32.2.9D)

This option will only benefit Snowbird and Alta. **(32.1.2D and 32.2.7A)** Make them pay for it if they want it. The marketing information for the gondola show a beautiful bottom station and you can easily walk on gondola. If 1500 cars are showing up to the gondola in the same hour there will be significant car back up on the roads. **(32.2.6.5E)** then you will also be standing in line for an hour or more to board the gondola. I suspect on a powder day or busy holiday weekend you will be easily 3 hours to get to the resort. **(32.2.6.5C)** If has there been any traffic study for the gondola option? **(32.2.6.5E)** I haven't seen anything talking about the cost to ride the gondola. I imagine a family of 6 will be definitely over \$100 to ride the gondola. **(32.2.4A)** Add that cost on top of the stupid pricing the resorts already charge. There really is only 15 - 20 days a year the canyon gets significantly backed up **(32.1.4D)**. All other days of the year the gondola will get little to no passengers. in the summer and fall months the gondola will not be used because it doesn't service the trailheads or climbing spots.

to make the bus option work you have to force riders to want to ride the bus. **(32.2.4A)** There was a comment during the first open house that said if you want first turns ride the bus. I think that on Powder days, weekends, and holidays that only buses are allowed in the canyon till 10 am. Cars will be held at the bottom. You can also require all vehicles to have 3 or more passengers. You could also make the resorts charge for parking. **(32.2.2K, 32.2.2B, 32.2.2L, and 32.2.4A)** This will dramatically reduce the number of cars in the canyon. This approach can be done right now without road improvement dollars. **(32.2.2Y)** This could be a pilot program to see how the public would respond. All other days where the crowds aren't expected it could be like normal drive up when you want. If the pilot program doesn't work we can gather valuable information then take expanded bus service to next level. **(32.2.4A)**

On the expanded bus service and how the total passengers were determined it showed busses leaving every 6 min. I see no reason why that cannot be cut in half. If we are forcing people to ride the bus it would be easy to get the buses filled up and moving. **(32.2.2B)**

The backcountry skier is the group that the buses and gondola address. This group hits the trailheads at 5 - 6 am. Most of the time they are done with the morning tour before 8 am and are driving down the canyon to work. No public transit can address their needs. Please do not forget about this user group. **(32.4G)**

COMMENT #: 3655
DATE: 7/20/21 9:03 PM
SOURCE: Website
NAME: Jason Gabler

COMMENT:

Wasatch Blvd doesn't need to be expanded. This road can be improved to make the travel safer, but there is not reason for more lanes. I travel this road everyday for commute and i would change the speed limit to 40 mph. Traffic would then travel 45 mph compared to the 55 that cars go now. What would be the point in expanded wasatch because the road ultimately will be reduced down to 2 lanes, either at SR210 or Wasatch at 9800 south. Because the bottleneck is still at SR210 on a busy weekend or powder days you will still have the entire road back up with idling cars. you will have more road for the cars to sit. **(32.2.6.2.2A)**

I've heard ideas of roundabouts or speed bumps. Please do not do these. Lower the speed limit.

COMMENT #: 3656
DATE: 7/20/21 9:11 PM
SOURCE: Website
NAME: Taylor Meadows

COMMENT:

Hello,

My name is Taylor Meadows and I love the Wasatch range, like thousands of others. We all hope to continue using Little Cottonwood Canyon in perpetuity, in many different forms. I understand there will be no way to please all stakeholders, entities, individuals, governmental agencies, and more that are part of this discussion, but we can do our absolute best.

I am grateful to all who have spent numerous hours fielding comments, conducting research, creating plans, assessing environmental impact, and much more. I appreciate the effort to address many criteria as part of this solution.

I do, however, want to make perfectly clear that I am not in support of either of the proposed alternatives and will join with thousands of others across this valley that oppose these options. There are many plans that are being ignored or not considered that are viable and worth trying before committing to either of these proposals. I will not stand for these alternatives. **(32.2.9G)**

It is blatantly clear that these proposals are aimed at benefitting for-profit entities, Snowbird of Alta, both of which will get a free gift from the state to help enrich themselves beyond what is already amply available to them. How can we, as taxpayers--the majority of which, might I add, are not skiers or frequent users of the canyons--be required to bear the burden of canyon-altering development so that the resorts can benefit even more? **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

I do not disregard that Utah has a skiing economy. The tax dollars generated from the industry cannot be ignored and we must recognize the benefits from the industry that is at the root of the challenges we currently face. However, the answer is NOT found in increasing capacity to the resorts and building infrastructure to further benefit them. **(32.20C and 32.2.7A)**

I cannot support private lobbying by ski resorts that goes against the wishes of the public and dozens of use groups. I cannot support plans that will destroy an already altered canyon, upending natural habitat and further threatening water quality and supply. **(32.13A, 32.13B, 32.12A, and 32.12B)**

I urge UDOT and other governmental organizations in Utah to consider starting with lesser-impact plans that need to be proved or disproved first before committing to irreversible changes.

One such plan centers around disincentivizing car traffic by implementing tolls. A toll system requires minimal infrastructure and additionally generates revenue for the state. Tolls can be avoided by carpooling with 3 or more. As a further incentive to access the canyon for less than the toll, or perhaps free (depending on the economics), enhanced bussing can be used without widening the road. This is a low-impact plan to first test improvements to canyon congestion before committing to far more consequential options. **(32.2.4A and 32.2.9A)**

I work in the technology industry and can allude to the successes of tech giants that have implemented agile approaches, or iterative methods to their products. These approaches and methods focus around quick iteration to validate or disprove hypotheses (or alternatives, in this case), instead of committing to long, drawn-out, expensive alternatives that may or may not be successful. I urge UDOT to consider this VERY successful approach (look at the market cap of these tech giants using these methods) as

part of their plan. There is no reason why we cannot start by trying out lower-impact solutions to prove or disprove their efficacy, then iterate to the next best hypothesis.

Lastly, I would like to mention a US history that is wrought with environmental foibles, mistakes, and disasters, since we find ourselves on the brink of doing the same. Take Glen Canyon Dam for example. Once the Bureau of Reclamation constructed the dam and began filling the reservoir that is now Lake Powell, landscapes were changed and ecosystems altered FOREVER. There is no reversal from the actions that were taken. We can try over and over again to "fix what we broke" but we cannot restore what has been lost.

Little Cottonwood Canyon hangs in this same precarious balance--on the verge of being changed more than it already has, FOREVER. We have one shot right now, and we're about to pull the trigger to enrich the already wealthy, at the expense of the canyon. We cannot be cavalier about this. We cannot just do what seems easy. We cannot give into lobbyists.

We have to do everything in our power to do this right, for we will not have another opportunity to "fix what we broke". Let us learn from history and recognize that what is done is done. We have already altered Little Cottonwood Canyon and strained the natural biology that exists there. We don't need to continue that trend for our our benefit (and primarily the benefit of the ski resorts).

Please hear my plea, in unity with others that share my concern for an invaluable treasure, in the heart of our state.

Thank you for your work and for considering my words.

Taylor Meadows

COMMENT #: 3657
DATE: 7/20/21 9:25 PM
SOURCE: Website
NAME: Melissa Meyer

COMMENT:

Widening the road and/or putting in a gondola will have a negative affect on over 100+ climbing routes and make it too loud for climbers to communicate safely. This will increase the danger and the number of rescues. **(32.4A, 32.4B, 32.11A, and 32.11D)** Also, the ski hills such as Alta are already overfull and over sold. Making it easier to get to Alta and get into the resource really just moves the problem down the road to the resort which is already too full with really long lines. **(32.20C)** Some sort expanded bus route and fining should be tried before something damaging to the environment is done. We can all take turns and learn to share and ski on rotation or something like that. **(32.2.9A)**

COMMENT #: 3658
DATE: 7/20/21 9:43 PM
SOURCE: Website
NAME: Lorraine Kan

COMMENT:

The gondola is the better choice because of the simple fact that people will actually *want* to use it! Anecdotally, I know family and friends who would rather sit in traffic in their cars instead of taking the bus. They would give that up for the gondola because it's actually fun. The gondola would become a year round attraction - it will be beautiful to ride it all season.

The gondola is also simpler to use. It runs continuously so you are never wondering if the bus is going to arrive on time or try to time it so that you are standing at the bus stop for too long. You can still have buses from the nearby communities that takes people to the gondola station to even further reduce traffic and improve life for everyone. **(32.2.9D)**

-- Skiers in West Jordan

COMMENT #: 3659
DATE: 7/20/21 9:46 PM
SOURCE: Website
NAME: Blake Quinton

COMMENT:

The EIS fails to evaluate several areas of importance regarding the expansion of transit systems within Little Cottonwood Canyon.

1. Aerial gondolas, like other tall structures with wires between them, will cause large numbers of raptor deaths (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4081594/>). In fact, aerial lines cause enough deaths of some species of raptors to contribute to their decline. LCC has a large population of raptors and other species of birds. **(32.13A)** B. The gondola, by design, causes a constriction in weekend traffic flow and will cause giant backups within the neighborhoods of Cottonwood Heights. These traffic backups are foreseeable and unacceptable. **(32.2.6.5E)**

2. Snow over time. Utah is rapidly warming and is expected to warm more rapidly than most places in North America and has warmed more rapidly than most places in North America (https://www.climatecentral.org/news/report-american-warming-us-heats-up-earth-day?utm_medium=email&utm_campaign=CMN%20%20Earth%20Day%20Warming&utm_content=CMN%20%20Earth%20Day%20Warming+CID_5a952fab34494d933f3703a1bad47117&utm_source=Climate%20Central%20Email%20Campaign%20Monitor&utm_term=here). The lifetime cost benefit analysis needs to account for the reduced ski season over time. **(32.2.2E)**

3. Bus Capacity. The EIS stated that buses can hold 42 people per trip. Pre-covid I have been on the ski bus when it has over 80 people. UDOT needs to do more video counts of people per bus. The bus drivers stop having people run their tickets somewhere after 60. **(32.2.6.3N)**

4. Regarding cars. Cars need to be deprioritized within the canyons. Prior to the state spending a dollar on increasing capacity of the systems both ski resorts (Snowbird and Alta) must show good faith. The best way to do this would be to plant over the majority of their short term parking and include transportation passes in their lift ticket prices. We clearly have too much day parking at the resorts. The remaining short term parking would be for the disabled and emergency vehicles. A secondary way to show good faith would be to charge for parking based on the number of occupants, but we would have to strictly enforce parking restrictions near the resorts. **(32.2.2K and 32.2.4A)**

5. Enhanced busing. Enhanced busing should be the preferred alternative. **(32.2.9A)** Enhanced busing includes: 1. Installation of a switchable bus-only lane to allow for the direction of flow to change. This will make bus trips dramatically shorter than car trips **(32.2.2D)**. 2. On powder days the canyon is closed to private vehicles. **(32.2.2B and 32.2.2L)** This will limit the number of accidents and allow for buses and emergency vehicles to flow smoothly. On other days capacity is limited to a reservation system. **(32.2.4A)** 3. Avalanche Sheds/Animal Overpasses. The avalanche sheds will allow for the buses to continue operating during most snow days and allows animals to cross the roadway safely. **(32.2.9K)** 4. Expansion of express buses that go to only one resort. These express buses should leave from either purpose built parking garages or commercial office parking lots or university parking lots. These lots all have excess weekend capacity. **(32.2.2I)**

6. Social Equity. Rich corporations shouldn't be asking the public to expand their capacity. This expansion will be paid for out of general fund revenues and thus out of our income tax. This tax is skewed, especially in Utah, towards the poorest. We shouldn't be funding a rich ski resorts expansion, to allow ever more rich people to ski, off the poorest backs in Utah. Enhanced bus service can be done

relatively cheaply, with relatively little environmental impact, and paid for off a lift ticket tax. **(32.2.7A and 32.5A)**

Finally, these two options are too expensive (environmentally and fiscally). They benefit too few people. Both options should be abandoned and enhanced busing should be tried. **(32.2.9C, 32.2.9E, and 32.2.9A)**

COMMENT #: 3660
DATE: 7/20/21 10:06 PM
SOURCE: Website
NAME: Kevin Johansen

COMMENT:

i live at the mouth of little cottonwood canyon about 300 yards west of the proposed parking structure. I have a birds eye view of the traffic problem. Over the last 2 years as i have left my subdivision for work on snow days, i count the cars on SR 210 with only one person in the car and its roughly 30%. If during peak times, you required 4 people per car, traffic could be reduced significantly. This would cost almost nothing to try. **(32.2.4A)** Additionally, i noticed the traffic this year was better than in past, and i think part of the reason was Snowbird requiring a reserved parking spot. Im convinced if both Snowbird and Alta did this, traffic would be even better and the skiing experience would be excellent. This also has minimal cost. **(32.2.4A and 32.2..2K)** An additional option to consider would be to only allow buses up the canyon at certain times of the day and have multiple pick up locations around the valley. **(32.2.2B and 32.2.2I)** These options would be so much more cost effective than the two options being considered. Why not give them a try before you spend so much money and engage in an irreversible option?? If they don't work, then the Gondola and expanded bus lanes are still possible solutions. Also, the ski resorts should change the way they sell passes. They should sell passes in 2 or 3 hour increments as opposed to a full and half day. **(32.2.2K)** Most of the people i ski with are only good for 2 to 3 hours. If such passes existed at periodic times of the day you could incent people to be there at different times of the day and that would also help reduce traffic at peak times. Finally, if either of the proposed options are adopted then Snowbird and Alta should pay the majority of the cost. Why should all of the taxpayers subsidize these 2 resorts? **(32.2.7A)** Finally, the environmental impact of the 2 options being considered would be devastating to the canyon. No way around that.

COMMENT #: 3661
DATE: 7/20/21 10:45 PM
SOURCE: Website
NAME: Breanna Escobar

COMMENT:

I believe the gondola will be the best option for LCC. As an employee that drives up the canyon often I do not think adding a bus lane will help. I have seen multiple times busses that slide off the road. And with an extra lane people will be impatient and try to use the bus lane causing more accidents and problems. The gondola will also help alleviate the carbon output from the vehicles going up and down the canyon as well as the major traffic jams that have happened on powder days. I believe the gondola will be the best option for a long term solution. **(32.10A and 32.2.9D)**

COMMENT #: 3662
DATE: 7/21/21 1:16 AM
SOURCE: Website
NAME: Carl Cavallaro

COMMENT:

Hi. I think that the gondola solution would be great for many but not all. Many locals run up the canyon for short days and adding the extra time would make that very difficult. **(32.1.2D and 32.2.4A)** Many other issues I am sure would creep in relatively quickly. That said, I am still a little confused as to the parking situation for such an endeavor. Where would 3000 cars park without causing another huge traffic situation? Assuming a smaller parking area of 270 sq ft, with 2 parking areas each averaging 1000 cars, that is quite a couple parking structures. Entry and egress, fighting over parking spots, maintenance and staffing seem to be a big deal. **(32.2.6.2.1C)** Who pays for it? Subsidized by ticket prices? Tax dollars? **(32.2.7A)** I do not have another solution but the gondola does not seem to be the best fit for such a pristine location. How do the local residents feel about parking lots that size in their neighborhoods? **(32.4M)** I do not ski at the canyons but feel that their lift system from the lower parking lot adds considerable time, not to mention the large bit of asphalt there. What kind of impact is the heat island effect going to do to the parking areas? **(32.10B)** I love LCC and have been riding and biking there for a long time, and would hate to see anything happen to jeopardize the trails through the canyon but yes something needs to be done.

A bit of a ramble but this prospect touches so many areas.

Cheers!

COMMENT #: 3663
DATE: 7/21/21 5:59 AM
SOURCE: Website
NAME: Mark Olsen

COMMENT:

More busses and less gondola. Buy electric busses that use microvast batteries. (32.2.9A and 32.2.6.3F)

COMMENT #: 3664
DATE: 7/21/21 7:21 AM
SOURCE: Website
NAME: Hannah OConnor

COMMENT:

Why are these two solutions so drastic? I've heard mention of tolling and think that is an appropriate first step. **(32.2.2Y and 32.2.4A)** Give it a few years and add more buses. If those solutions don't help/work then we can come back and try to find a different solution. **(32.2.9A)** The gondola is the worst case scenario for me and I would be VERY upset if my tax money went to something that destroys the beauty of the canyon and adds money to the ski resorts pockets (btw I am an avid skier) **(32.2.9D, 32.17A, and 32.2.7A)** For the bus systems we could use vouchers passes that got you tax breaks or incentives from the ski resorts. Since ultimately this ONLY benefits the ski resorts and their pockets. **(32.2.4A, 32.1.2B, and 32.2.7A)** Have you done capacity tests for the canyon? Will we need more bathrooms, more buildings, more lifts, etc? **(32.20B and 32.20C)** Should the canyon even have that many people in it? **(32.20B)** Why are we really building these? **(32.1.2B)** The ski resorts seem to be the ONLY people to benefit from something only needed 20 days a year. **(32.1.4D)** Let's try less damaging solutions- we only have one LCC

COMMENT #: 3665
DATE: 7/21/21 7:23 AM
SOURCE: Website
NAME: Courtney Sanford

COMMENT:

I am concerned with the impacts a gondola could have to visual and noise pollution in the canyon. **(32.17A and 32.11D)** Furthermore, I'm concerned with road expansion and the implications this would have on climbing access throughout the canyon **(32.4A)**. Let's find alternatives that encourage more public transportation (better for the environment) like increasing bus traffic and specific bus only access times that encourages all travelers up canyon to use more climate-friendly transportation **(32.2.9A, 32.2.4A , and 32.2.2B)**

COMMENT #: 3666
DATE: 7/21/21 7:44 AM
SOURCE: Website
NAME: Tim Kammeyer

COMMENT:

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

COMMENT #: 3667
DATE: 7/21/21 8:18 AM
SOURCE: Website
NAME: Josiah Peck

COMMENT:

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

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

Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(30.20B)**

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

Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**

Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**

COMMENT #: 3668

DATE: 7/21/21 9:29 AM
SOURCE: Website
NAME: Joshua Single

COMMENT:

I support the Gondola approach, it provides the greatest opportunity to truly change access to the canyon **(32.2.9D)**

COMMENT #: 3669
DATE: 7/21/21 9:45 AM
SOURCE: Website
NAME: Annaka Egan

COMMENT:

The addition of a gondola up the canyon should not be taken lightly- this will cause permanent changes to the canyon's viewshed and atmosphere for a lower LOS than enhanced bus service. **(32.17A)** I'm also concerned that this will cause extreme congestion at the bottom of the canyon to board the gondola, the line to board would defeat the purpose entirely. **(32.2.6.5E and 32.2.6.5C)**

Please provide more information on how the transit hubs would connect to the enhanced bus service hub, from what I've heard people are nervous that UTA operations would remain the same for bus lines outside of the direct up-canyon line. **(32.2.6.3N)**

COMMENT #: 3670
DATE: 7/21/21 10:14 AM
SOURCE: Website
NAME: Beverly Bawden

COMMENT:

No gondola. **(32.2.9E)** Ski visitors really want more helicopter service to the slopes, especially directly from the airports. Mixed speeds along Wasatch Blvd will lead to more auto accidents. Traffic accidents always slow traffic and slow traffic is the skiers' complaints on a few winter days in the first place. **(32.1.4D and 32.2.6.2.2A)** And by the way, a few days of snaking traffic in the winter does NOT justify building a gondola up Little Cottonwood Canyon. **(32.1.2B)** A gondola would be a permanent travesty to the aesthetic year round beauty of the canyon. **(32.17A)** Additionally, if Covid 19 taught us anything, it is that public transportation is NOT the solution to the ski resorts' traffic problem in LLC. **(32.2.6C)** So, No. No gondola. Please, no gondola up Little Cottonwood Canyon. In my opinion, buses and ride share apps are more promising solutions for those winter ski days when traffic snakes its way to the slopes. Not a gondola. **(32.2.9A)** Thank you.

COMMENT #: 3671
DATE: 7/21/21 10:20 AM
SOURCE: Website
NAME: John Larsen

COMMENT:

Recently went to the wildflower festival and the idea of a Gondola up the canyon is Brilliant. Wonderful idea, the thought of just taking a ride with my family and spending the day in the mountains was nice and much better than trying to fight traffic, find a parking spot. We like the idea of having a few points along the way where one can get off and on that is not just the ski resorts. **(32.2.9D and 32.2.6.5G)**

COMMENT #: 3672
DATE: 7/21/21 10:31 AM
SOURCE: Website
NAME: Brandon Patterson

COMMENT:

I support the proposed gondola system as it would ease transportation congestion and emission issues through the canyon. **(32.2.9D)**

COMMENT #: 3673
DATE: 7/21/21 11:13 AM
SOURCE: Website
NAME: Lucas Bush

COMMENT:

Putting a gondola service in LCC is a shameless money-grab by persons who manufacture gondola services, clearly made evident by last night's open discussion. The only parties that are in support of this service are those who will make money off of the project and have no stake in the actual impact that the project will have on the environment and the traffic in LCC. **(32.1.2D, 32.2.7A, and 32.7C)** An addition, in my opinion, extreme oversight or understatement about this project is that the gondola service will not be free or based on UTA pricing, but rather will cost \$30-40 PER PERSON. **(32.2.4A)** No ordinary citizen of the greater SLC area will pay this to commute up the canyon each time they want to go skiing. Additionally, with 30% of traffic in the winter coming from rental cars (i.e. tourists here to ski), does this proposal expect these people to drive to the base of the canyon, unload all of their gear, then reload all of their gear onto a gondola, then pay \$40 to ride up? This just does not seem economically feasible. **(32.2.4A)**

Sure, the gondola is a 'sexy', 'flashy' idea, but is it practical, economical, and environmentally friendly? There was mention that the creation of this gondola system is slated to DESTROY 3 world-class climbing sites in LCC. Do we really want to destroy our canyon so that people can make money? **(32.4B and 32.2.7A)** Why not incentivize riding the bus (increase parking lot size; add a designated bus lane, etc.)? **(32.2.4A and 32.2.9B)** This gondola idea seems half-baked at best, and was very clearly put forth by people set to make money off of the idea, not people who actually care about our canyons and our recreation.

COMMENT #: 3674
DATE: 7/21/21 11:36 AM
SOURCE: Website
NAME: Joshua Fryer

COMMENT:

Please don't mess up our cottonwood canyon **(32.29D)**

COMMENT #: 3675
DATE: 7/21/21 11:54 AM
SOURCE: Website
NAME: Kevin Lockwood

COMMENT:

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

COMMENT #: 3676
DATE: 7/21/21 11:58 AM
SOURCE: Website
NAME: Mike Montmorency

COMMENT:

I have been a year round user of Little Cottonwood Canyon since the 1960's. During this time I have seen many changes including the building of Snowbird Ski Resort and the expansion of both Snowbird and Alta.

When will we say enough is enough?

I find it completely inappropriate that UDOT has supposedly analyzed 124 different transportation options for the canyon and have narrowed it down to the two choices listed in the draft EIS. How could this be? Both of the options will have an enormous negative impact on the environment of the canyon. I do not want a four lane highway in the canyon or gondola towers littering the visual landscape.!(**32.2.9C and 32.2.9E**)

The only sensible alternative is improving the bus service on the existing road without adding additional traffic lanes. This will have minimal impact on the fragile canyon environment. Combine this with tolling on weekends and holidays and we can have a solution at a fraction of the cost of both alternatives UDOT has proposed. (**32.2.9A and 32.2.4A**)

Save LCC, don't destroy it and put in a four lane highway or an amusement park ride!

Thank you!

COMMENT #: 3677
DATE: 7/21/21 1:00 PM
SOURCE: Website
NAME: Jake Cooper

COMMENT:

I believe building a structure will permanently have negative effects on the beauty of the canyon.
(32.29D)

COMMENT #: 3678
DATE: 7/21/21 1:20 PM
SOURCE: Website
NAME: Suzanne Lewis

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (30.20B)
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem **(32.13B)**. How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range **(32.2.2I)**.

Sincerely,
Suzanne Lewis
Salt Lake City, UT

COMMENT #: 3679
DATE: 7/21/21 1:43 PM
SOURCE: Website
NAME: Will Springmeyer

COMMENT:

I'm very much against the Gondola option which I do not believe will really alleviate the traffic problems. **(32.2.9E, 32.7B, and 32.7C)** The extra lane for buses is a much better option even though I don't think it will always make the traffic situation better during big storms or on Weekends. **(32.2.9B)** I'm worried that people just don't like riding the bus to go skiing. **(32.2.4A)** That being said, it's a much better option than the gondola which believe is a terrible idea. Do not choose the gondola option!

COMMENT #: 3680
DATE: 7/21/21 2:54 PM
SOURCE: Website
NAME: Tyler Andersen

COMMENT:

My comment is concerning the gridlock that occurs on Wasatch Blvd near the high-t intersection.

Widening Wasatch doesn't solve this issue. In fact, 98% of the time, gridlock in this area isn't an issue at all. **(32.2.6.2.2A)**

The only time gridlock happens is on powder days or days the canyon is delayed in opening for vehicle traffic. **(32.1.4D and 32.2.6.2.2A)**

My vote is for the gondola as it can move skiers to the resorts even when the canyon is closed to vehicle traffic. However, changing behavior of locals and getting people to use the gondola will be another story. The only way to force behavior change here is to charge a toll to drive up the canyon but allow the gondola to be free. **(32.2.9D and 32.2.4A)**

I'm against the widening of Wasatch at the same time. There is no justification for this to be done. Wasatch Blvd needs to be improved to reduce speeds if anything. **(32.2.6.2.2A)**

COMMENT #: 3681
DATE: 7/21/21 2:58 PM
SOURCE: Website
NAME: Jack Ballash

COMMENT:

The gondola doesn't address the fundamental problem of congestion. **(32.7B and 32.7C)** Potentially adds more traffic to the canyon and is a misuse of public funds to create a private business opportunity. **(32.20E and 32.2.7A)** Stinks of Utah corruption like the UTA tracks expansion in sandy. Also it does not scale. To support continued growth. **(32.2.6H)** The carrying capacity does not reduce avalanche issues as far as getting people out of the canyon. **(32.7A)** Bus offers flexibility to scale up and is the only solution that makes sense **(32.2.9A)**

COMMENT #: 3682
DATE: 7/21/21 3:06 PM
SOURCE: Website
NAME: James Pearson

COMMENT:

Really disappointed to see that the gondola proposal includes avalanche sheds. The environmental benefit of the gondola is substantial, and based on the itemized costs it's in fact cheaper! I find it misleading, even fraudulent, that UDOT chose to lump road improvements into that proposal. **(32.2.6.5Z)** It seems clear that the general public wants a gondola, UDOT wants to build roads and the environmentalists want nothing.

How many comment periods will we have? **(32.29T)**

COMMENT #: 3683
DATE: 7/21/21 3:53 PM
SOURCE: Website
NAME: Spencer Millerberg

COMMENT:

I am in favor of the enhanced bus with road widening. I am concerned about trail access and biking access up the canyon. Will this be solved for in this option? **(32.2.9B, 32.2.6.3H, 32.2.6.3C, 32.4A, and 32.9A)**.

Can we do this for big cottonwood too? WE need a big solution for there too. **(32.2.2I)**

COMMENT #: 3684
DATE: 7/21/21 4:31 PM
SOURCE: Website
NAME: Bruce Sherman

COMMENT:

As suggested earlier, I urge you to consider bus design to allow wide side entry and exit quickly. In addition, removal of seats for the short ride ...with hanging straps will speed the process. **(32.2.6.3L)**

COMMENT #: 3685
DATE: 7/21/21 5:03 PM
SOURCE: Website
NAME: Kimball High

COMMENT:

Three points:

- 1) Does the city of Anaheim or Orange County pay for parking structures at Disneyland? NO. Why are the taxpayers funding access to corporations that require payment for, and restrict access to public lands? **(32.1.2B, 32.1.2D, 32.2.7A and 32.4G)** Alta and Snowbird should be heavily funding transportation options to their resorts if nearly all of the people using the required infrastructure are doing so to access these corporate interests. If THEY build it, we will come. If they don't then it hurts their business model from a capacity constraint. **(32.20C)**
- 2) The proposed transportation options are not family friendly. I have 5 kids from 4-14 and we all ski multiple times per week. I am most definitely not going to drive to a transit hub, take a bus to another transit hub and then gondola or bus to my final destination. Kids require SO MUCH STUFF, and cannot carry all this stuff themselves. Kids are restless and need to pee... busses and gondolas are not equipped to meet the needs of families. **(32.2.4A)**
- 3) I have not seen an option for a movable divided roadway? This would add a directional lane for peak hours (2 lanes up, 1 down or vice versa). UDOT should have considered this as a viable option for canyon traffic mitigation. **(32.2.2D)** This can still be accomplished in inclement weather, and slide paths (especially if covering these paths in a tunnel is in the plan). **(32.2.9K)**

COMMENT #: 3686
DATE: 7/21/21 5:07 PM
SOURCE: Website
NAME: Chris Peterson

COMMENT:

I attended the in person public open house and listened to many opinions and studied the displays. I have a residence in Alta so am very interested in the outcome. While all the options have advantages and drawbacks, I think the Gondola B option is the best. I would not want to see the road widened in spite of thinking it will improve biking the canyon road. I think doing nothing is not an option. My 2nd choice would be increased bus service without widening. With ANY option I believe the snowsheds to divert avalanches are critical. **(32.2.9D, 32.2.9B, and 32.2.9K)**

COMMENT #: 3687
DATE: 7/21/21 5:10 PM
SOURCE: Website
NAME: Jonathan Campbell

COMMENT:

I listened to the meeting on 7/20/21 and one of the common themes that I heard from people opposed to both the bus and gondola options is that their priority is on the canyon not changing. While I can appreciate their sentiments I don't feel that they are realistic. The canyon is going to continue to get busier whether people like it or not and if a reasonable solution is not implemented, the environmental impact from inaction will be worse than anything proposed by UDOT. We have to accept the reality of change, but also that we can help determine a positive course forward. I personally think that the gondola is the most beneficial option but that it should be expanded even further, down to 9400S and State and tie into the Trax station at Jordan commons to alleviate the pressure of traffic along Wasatch. **(32.2.2I and 32.2.9D)**

Many people also seem to have the notion that only Alta and Snowbird will benefit from transportation solutions. **(32.1.2B and 32.2.7 A)** Please remember that the ski industry and tourism provide thousands of jobs across Utah, not just the ski resorts. The skiers spend money at restaurants, hotels, grocery stores, auto mechanics etc. and there are hundreds of businesses who count Alta and Snowbird as their customers. The economic impact is wide ranging. **(32.6A)**

COMMENT #: 3688
DATE: 7/20/21 5:42 PM
SOURCE: Website
NAME: Nathan Grover

COMMENT:

To whom it may concern,

I am very concerned about the traffic, parking, and availability of our canyons, as are many who cherish them. I also understand that the scope of this project is limited to Little Cottonwood Canyon. In that spirit, I wish to register a comment on the project and it's potential long-term effects. First off, let me preface my comments by saying that I lived in Switzerland for 2 years, and only used public transit to get around, even to the high alpine areas. They have nearly 8 million people living in a country 1/4 the size of the State of Utah. I say that because the main mode of transportation was trains, which were then supported by buses, and gondolas. I know the train option is expensive, but it also makes the most sense and has been proven in alpine areas like Switzerland and Austria. It makes sense because it is scalable to meet future demands, whatever they might be, of population and use. Looking forward to future generations is essential, and we need to learn the lessons of the past that rail is efficient, scalable, and expandable (into Big Cottonwood Canyon and Park City). **(32.2.9F, 32.2.2N, and 32.2.2Q)** The implementation cost is high, but the long term benefits greatly outweigh that cost and will be a wonderful way to travel up the canyons for years to come!

Having said that, my second preference would be the gondola option, as long as it allows for stops down the canyon for hiking and snowshoeing. **(32.2.9D and 32.2.6.5G)**

Thank you for your time.

COMMENT #: 3689
DATE: 7/21/21 11:04 AM
SOURCE: Website
NAME: Tim Shaw

COMMENT:

Gondola makes the most sense, but ideally should run year round. **(32.2.9D)**

If buses are the chosen option, no matter how frequent or how wide the road becomes, I will never ride the bus. It is impossible to think about taking my 2 1/2 and 4 year old on a bus! Period! It will not happen, and we will just drive or not go at all. **(32.2.4A)**

If I go solo, I will still likely drive my own car and not board a bus. **(32.2.4A)**

However, a gondola I would ride solo and with my family of 4 without question!

COMMENT #: 3690
DATE: 7/21/21 4:03 PM
SOURCE: Website
NAME: Jon Olin

COMMENT:

My first choice is the gondola. **(32.2.9D)**

COMMENT #: 3691
DATE: 7/21/21 5:36 PM
SOURCE: Website
NAME: Erik Badger

COMMENT:

Having lived in the shadows of the Wasatch mountains for almost fifty years, I have been an eye witness to the increase in interest and use of Millcreek, Big Cottonwood Canyon (BCC), and Little Cottonwood Canyon (LCC). The "secret" is out. These canyons are truly a special and unique place in so many ways. In most instances, increase in interest and use usually leads to more development. A legitimate problem exists in LCC and BCC. The amount of personal vehicle traffic in both canyons has reached a point of unsustainability. Both the congestion on the canyon roads and the parking at backcountry trailheads and resorts has become a significant problem. We need to have a fundamental shift in how we access BCC and LCC. We have reached a point where private vehicles can no longer be the main mode of transportation in these canyons. However, the two solutions that UDOT has proposed to remedy this problem are, in my opinion, inappropriate and unnecessary. **(32.2.9C and 32.2.9E)** The roads are already in place. We do not need to widen them or bypass them with a gondola. We simply need to prohibit private vehicular use in the canyons (exceptions being cabin owners, maintenance and emergency vehicles etc). In place of private vehicles, buses would run up and down the canyons stopping at all backcountry trailheads and resort parking lots. **(32.2.2B and 32.2.2L)** Bus hubs would need to be built throughout the salt lake valley at strategic locations (gravel pit at mouth of BCC or Old Mill, 9400 south site, across from Olympus Hills Shopping center etc). **(32.2.2I)** This would eliminate the congestion on the canyon roads and at all parking lots in the canyons without the damaging and extremely expensive construction projects UDOT has proposed. Its time to think things from a different perspective. Widening the road and putting in a gondola isn't creative or progressive. The Wasatch mountains deserve more. Let's show the world a better way. Less is more.

COMMENT #: 3692
DATE: 7/21/21 5:41 PM
SOURCE: Website
NAME: Derek Howard

COMMENT:

Listened to the comments
Gondola still seems best way to go
Removes traffic from Canyon ... big plus
Reliable in Winter and lot more comfortable than crowded bus
Widening road just gets same amount of vehicles up the Canyon faster **(32.2.7C and 32.2.2P)**
Still going to have issues with snow in Winter
Agree the danger to bouldering is real **(32.4A and 32.4B)**
Agree skier traffic is going to keep increasing as prices continue to drop

Suggestion: Build the gondola and institute a "Canyon Passport" much like the pay to drive in the centre of London
How about this ...
Locals -- free
Hotel and like Shuttles -- cost
Others -- high cost and restricted time **(32.2.4A)**

COMMENT #: 3693
DATE: 7/21/21 5:48 PM
SOURCE: Website
NAME: Brian Barnett

COMMENT:

I support the gondola as the preferred option for the transportation solution in Little Cottonwood Canyon. The gondola is better due to its reliability, long-term benefits to the canyon, ability to operate in all weather conditions, and is least impactful on air quality. **(32.2.9D and 32.10A)**

COMMENT #: 3694
DATE: 7/21/21 6:12 PM
SOURCE: Website
NAME: Shanna Blackburn

COMMENT:

Both A and B (32.2.2W)

COMMENT #: 3695
DATE: 7/21/21 6:17 PM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

I think there is room for both gondola and bus In this solution. **(32.2.2W)** Rather than having a bus depot at the base of the mountain, create a depot mid valley across from mouth of canyon for those that think buses work for them. **(32.2.2I)** No need to expand road. Also, create a La Caille depot for gondola. Make this the prime solution. **(32.2.2D and 32.2.6.2.1C)** Make sure it can run in high winds. **(32.2.6.5K)** Provide mid stops to popular hiking and climbing places or next to bus stops that can carry gondola riders to a point and finish with bus to final destination. **(32.2.6.3C and 32.2.6.5G)** Put a canyon use tax for drivers equal to the cost of a gondola ride to encourage people to use the gondolas. **(32.2.4A)**

I am 60 years old, learned to ski at Alta, skied there until it was too inconvenient and stressful to handle the crowds. This ain't the way our canyons should be. They should be accessible to all; skiers, hikers, climbers, sightseers, residents, bikers, workers, and the Sunday driver. **(32.2.4A and 32.4G)**

I think there need to be pull off locations that allow those that are Climbing, biking, etc, a safe location along the canyon roadway. These could be combined with bus stops as well. **(32.2.6.3C)**

To me buses are slow and inflexible compared to gondolas. Gondolas can serve spontaneous demand whereas buses a limited to schedules.

Whatever we do, let's get it right the first time and make it something that enables canyon access not limits it to a few.

Thank you

COMMENT #: 3696
DATE: 7/21/21 6:28 PM
SOURCE: Website
NAME: Chris Neider

COMMENT:

Please don't alter anything in the canyon. Climbing has changed my life. Please please explore other options. **(32.2.9G)**

COMMENT #: 3697
DATE: 7/21/21 7:04 PM
SOURCE: Website
NAME: Sophie Hannah

COMMENT:

Little cottonwood is a public space for a plethora of outdoor activities. Establishing a gondola or road widening would only decrease accessibility and funnel more public money into private resorts. **(32.4G and 32.2.7A)** Outdoor recreation is already out of reach for many of those in lower income brackets, and adding these proposed systems would only further decrease accessibility. **(32.5A)** Increasing and further developing the bus system would allow access to both the resorts, and the backcountry land, all while decreasing congestion in the canyon. **(32.2.9A, 32.2.6.3C, and 32.7C)** There are so many other options that don't have to use public money for private resorts. I urge you to reconsider these proposed canyon "solutions," and consider the locals, those in lower income brackets, the public land and wildlife, and the general well-being of those visiting little cottonwood canyon. **(32.5A, 32.4I, and 32.13A, and 32.13B)**

COMMENT #: 3698
DATE: 7/21/21 7:17 PM
SOURCE: Website
NAME: Louisa Brannon

COMMENT:

Good afternoon,

I am a concerned citizen, writing to you because I am hoping you will be understanding of the fact that the proposed gondola or widening of the road will adversely effect the climbing areas & watershed . I think you should try more buses first rather than jumping to such a solution that effects so much **(32.4A, 32.4B, 32.12A, 32.12B, and 32.2.9A)**.

Thank you

COMMENT #: 3699
DATE: 7/21/21 7:22 PM
SOURCE: Website
NAME: Harold Sears

COMMENT:

Enhanced bus service is the best alternative, allowing for more versatility in traffic solutions, no matter what the future holds. **(32.2.9A)** Skiing traffic is not consistently the problem it is on those high traffic days, so it is wasteful to build a gondola that would sit under-unused for much of the year, and also creates another parking and transport problem to transport visitors to the gondola from wherever their car is parked. **(32.1.4D, 32.2.6.3E and 32.2.6.2.1D)** I would also like to go on record as in favor of ameliorating the traffic speeds and hazards on Wasatch Blvd. as much as possible. We can all stand to drive slower through residential sections. **(32.2.6.2.2A)**

COMMENT #: 3700
DATE: 7/21/21 7:39 PM
SOURCE: Website
NAME: Garrett Pyke

COMMENT:

I support the gondola solution, definitely. Lower long-term cost and better protection from avalanches are two points in favor, not to mention environmental impact. **(32.2.9D)**

COMMENT #: 3701
DATE: 7/21/21 7:42 PM
SOURCE: Website
NAME: Bill Greenland

COMMENT:

I favor Enhanced bus service and a little additional roadway capacity in LCC. **(32.2.9B)** Invest in smaller electric busses (as technology improves) that can be used in other venues i.e Sundance, various festivals, ballgames etc. **(32.2.6.3F)** Spend the money on the busses having a large fleet where use can be spread around to utilize any existing street or freeway throughout Utah. On holidays and peak ski weekends increase the frequency up the BCC and LCC. **(32.2.2I)** Don't make Lacaile a ski parking destination for skiing for the general public. The gravel pit should be the major parking destination. **(32.2.6.2.1C)**

If busses were made the major mode with proper incentives, traffic issues would be alliviated on Wasatch Blvd. **(32.2.4A and 32.2.6.2.2A)** I am definitely for some improvements on Wasatch Blvd by having a center lane between yellow lines from BCC to LCC without major widening, works if you take cars carrying skiers off the road through busses. Lower Wasatch Blvd's speed limit to 35 mph and enforce it! By having 3 to 5 minute intervals between busses and no passing lanes traffic will naturally be slowed. **(32.2.6.2.2A and 32.2.6.3N)**. A Gondola is not the solution for many reasons. **(32.2.9D)** It will have a very high negative impact on the visual experience. **(32.17A)** It will exacerbate the Wasatch Blvd traffic situation. **(32.2.6.5E)** I doubt people will be willing to move their ski equipment from car to bus to gondola to schuttle. **(32.2.4A)**

Don't build Snow Sheds over the road. They will profoundly affect the visual experience. Keep blasting for control of hazardous avalanche areas and use the money to invest in more of the very best avalanche debrey removal equipment. **(32.2.9J and 32.17C)**

If you want a gondola or a cog rail system, concider bringing it through Midway to the saddle ridge between Alta and Snowbird. You would be able to bring in tourist to the resorts when the road from the valley is inaccessible. **(32.2.2N)** Shuffle the busses to transport visitors to those venues and or use to get people out when the roads are closed.

Only allow a finite number of passenger cars up the canyon roads. **(32.2.2L and 32.2.2K)** Have a hotline for locals to access so that they can know if the maximim limit has been met. Use of a toll system will reduce the number of passenger cars. **(32.2.4A)** Through the the hotline assign specific time slots when cars can travel up the canyon. **(32.2.4A)**

COMMENT #: 3702
DATE: 7/21/21 7:54 PM
SOURCE: Website
NAME: Simone Brazzini

COMMENT:

Do not expand roads or do anything that would destroy boulders and climbing opportunities. (32.2.9G, 32.4A, and 32.4B)

COMMENT #: 3703
DATE: 7/21/21 8:05 PM
SOURCE: Website
NAME: Eric Swenson

COMMENT:

Please do not consider any solution that permanently alters the environment, specifically the roadside bouldering (rock climbing). **(32.4A, and 32.4B)** Since any solution will necessitate increased bussing, enhanced bus service should be implemented first. Additionally, taxpayers should not be funding a gondola that will primarily serve two privately owned ski resorts. **(32.2.9A, 32.1.2D, and 32.2.7A)**

COMMENT #: 3704
DATE: 7/21/21 8:53 PM
SOURCE: Website
NAME: Nichelle Christopherson

COMMENT:

It is imperative that widening of the road (as well as creation of a gondola) are prohibited. **(32.2.2P and 32.2.9E)** These implementations would effectively destroy many of the beautiful mountains and landscapes that Cottonwood has to offer. **(32.17A and 32.17B)** The alternative Enhanced Bus Service in Peak-Period Shoulder Lane offers a solution to the issue of traffic congestion, however. **(32.2.9B)** Moreover, the ability to charge a small fee for the bus services could be applied to preserving the land. **(32.2.4A)**

COMMENT #: 3705
DATE: 7/21/21 9:53 PM
SOURCE: Website
NAME: Heather Willger

COMMENT:

I support expanded bus options. If a lane exclusive for buses was created and bus terminals with sufficient parking were built this would serve all Utahans and tourists. **(32.2.9B)** The gondola only serves customers of Snowbird and Alta. **(32.1.2D and 32.2.7A)** As either project is funded with tax dollars it would be difficult to see those dollars used to enable resorts to further line their pocket books. If they were to 100% fund the gondola my thoughts would be slightly different. **(32.2.7A)**

The expanded bus option with increased bus terminals could help alleviate the traffic congestion in both canyons as opposed to a project that only serves little cottonwood. **(32.2.9B and 32.1.1A)**

The expanded bus option would also keep the canyon more accessible to a diverse group of users both in sport and economically versus the gondola would crest another barrier for underserved Utah's from experiencing the magic of little cottonwood. **(32.2.6.3C, 32.4G, and 32.5A)**

I see a lot of advertisement for the gondola option being promoted and if you look at the supporters it is business that would gain the most not the canyon stewards who care the most.

COMMENT #: 3706
DATE: 7/21/21 9:59 PM
SOURCE: Website
NAME: Doug Steinhauff

COMMENT:

Why would we start with the gondola option? It is the most expensive option and makes the least sense. **(32.2.9E)** The only interested parties in this option are those who will benefit financially, for the most part. **(32.2.7A)** We should start with the option that makes the least impact on the environment and is fiscally responsible. **(32.2.9A)**

COMMENT #: 3707
DATE: 7/21/21 11:53 PM
SOURCE: Website
NAME: Aaron Rashaw

COMMENT:

Enhanced Bus Peak Period Shoulder Lane (PPSL) Alternative

I do not support roadway widening for additional lane (s) in Little Cottonwood Canyon as outlined in the Enhanced Bus PPSL Alternative because of the impacts to and elimination of climbing and other recreational resources. **(32.2.9C and 32.4A)** I do however support the enhanced bus service as part of this alternative as it provides the greatest flexibility and serves the transportation needs of all users throughout the canyon. **(32.2.9A and 32.2.6.3C)**. I believes that a less impactful alternative that combines enhanced bus service with tolling and other traffic mitigation strategies must first be implemented. Such an alternative could potentially eliminate the need for roadway widening. **(32.2.9A and 32.2.4A)**

Gondola and Cog Rail Alternatives

I do not support the gondola or cog rail alternatives as they do not serve the transportation needs of all users throughout the canyon. **(32.2.9E, 32.2.9M, 32.1.2D, and 32.2.7A)**

In addition, the gondola would create unacceptable visual and noise impacts throughout the canyon that negatively affect the climbing experience. **(32.17A, 32.11D, and 32.4B)**

The cog rail, like the roadway widening, would create unacceptable impacts and eliminate climbing resources. **(32.4D)**

The DEIS lacks analysis on the impacts to dispersed recreational resource elimination and access limitations posed by the easements for the gondola towers and the railway. **(32.4A and 32.4D)**

The DEIS lacks analysis on the temporary and permanent construction and infrastructure impacts associated with these alternatives. **(32.19A)**

Trailhead Parking Access and Improvements

I support trailhead improvements to the Gate Buttress parking area as part of its lease with The Church of Jesus Christ of Latter-day Saints, including building the 5 Mile Trail, in an effort to eliminate roadside parking. However, the improvements as proposed by UDOT for the Gate Buttress parking lot would severely limit parking, while threatening roadside climbing resources and access trails. The SLCA supports modest improvements to this lot with an emphasis on maintaining the current level of parking. **(32.4N)**

The Gate Buttress, Grit Mill, and Lower Little Cottonwood Park and Ride parking lots are used year-round by climbers. As such, the DEIS must fully consider dispersed recreation sites and the public transit needs associated with them in the DEIS analysis; especially since climbing is increasing in popularity. **(32.4A, 32.4B, 32.2.6.3C, 32.1.2D, and 32.2.9O)**. These needs would include the parking lots being open year-round and plowed during the winter." **(32.2.2LL)**

COMMENT #: 3708
DATE: 7/22/21 9:24 AM
SOURCE: Website
NAME: Brahm Gordon

COMMENT:

Yes!!! Not only is it greener but much more attractive! I would use the gondola and leave my gas guzzling Jeep at home **(32.2.9D)**

COMMENT #: 3709
DATE: 7/22/21 9:27 AM
SOURCE: Website
NAME: Elicia Cardenas

COMMENT:

- 1) Adding more lanes for travel is pretty much always a bad idea. **(32.2.2P)**
- 2) That being said, increased bus access by adding a bus-only lane will serve multiple purposes, including increasing access to Little Cottonwood Canyon for people from all ends of the socioeconomic spectrum. Increasing access for people who have been denied easy access to outdoor recreation opportunities is a good thing. **(32.2.9B, 32.2.6.3C, and 32.5A)**
- 3) The gondola option will only serve those who are wealthy. **(32.1.2B, 32.2.7A, and 32.5A)**. While that might be what the resort areas prefer, it is not an acceptable solution *unless* they choose to fund it fully and make it free. **(32.2.7A)**
- 4) Institute a winter toll for single occupancy vehicles (excluding employees). **(32.2.4A)** The winter ski resort areas should be funding a significant amount of any kind of additional transportation access; it is insane that state dollars are used so that the ski areas can have customers. **(32.1.2B and 32.2.7A)** Instituting a toll can help defray a small portion of costs. ((And when the resort owners complain, dump the projected income from the tolls on them and invite them to pay up.) **(32.2.4A)**

COMMENT #: 3710
DATE: 7/22/21 10:05 AM
SOURCE: Website
NAME: Sharon Rich

COMMENT:

I support the gondola. Less traffic in the canyon with possible avalanches **(32.2.9D)**

COMMENT #: 3711
DATE: 7/22/21 10:07 AM
SOURCE: Website
NAME: Brad Rich

COMMENT:

I vote for gondola to preserve canyon areas **(32.2.9D)**

COMMENT #: 3712
DATE: 7/22/21 10:12 AM
SOURCE: Website
NAME: Rich Kohler

COMMENT:

I am totally for the construction of the gondola. It seems best for environment and the most efficient way to limit traffic in canyon. I am a lifetime skier and will use the gondola daily. **(32.2.9D)**

COMMENT #: 3713
DATE: 7/22/21 10:26 AM
SOURCE: Website
NAME: Stephen Capone Jr.

COMMENT:

I support the gondola, and I hope to see the road closed to traffic if there's a way for people to access trailheads. **(32.2.9D, 32.2.4A, and 32.4G)**

COMMENT #: 3714
DATE: 7/22/21 10:32 AM
SOURCE: Website
NAME: Dalton Remigi

COMMENT:

I live in Davis county and have been born and raised in Salt Lake City. I don't support the gondola service. **(32.2.9E)** It will negatively impact climbing areas, as well as it only seems to benefit resort skiers and fails to address issues for backcountry skiers and other LCC recreational users. **(32.4B, 32.1.2D, 32.2.7A, and 32.4G)** Advanced bus service seems to have the least impact to surrounding areas and provides service to a wider range of canyon users. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 3715
DATE: 7/22/21 12:01 PM
SOURCE: Website
NAME: Lori Smith

COMMENT:

More than ever I am convinced that before you commit \$500MM plus on one of your two proposals, you should consider limiting access to the canyon to only those that live in the area or bus service. **(32.2.2B)** I live at 3700 east and cottonwood and amazed at the number of single passenger vehicles going up the canyon. This is a simple, common sense approach that should be pursued before the more extravagant proposals.

As a citizen following this, you can't help but question the motives behind not working towards addressing this issue in stages. **(32.1.2B)**

COMMENT #: 3716
DATE: 7/22/21 12:02 PM
SOURCE: Website
NAME: James Staples

COMMENT:

There are many other recreational opportunities in LCC not at Snowbird or Alta that are regularly enjoyed by thousands of people. The gondola option would not serve them but buses could. **(32.2.6.3C)**. Additionally, shouldn't transportation options for BCC be considered in so far as how the two options for LCC could integrate with options for BCC? **(32.1.1A)**

COMMENT #: 3717
DATE: 7/22/21 12:17 PM
SOURCE: Website
NAME: Dean Gibbons

COMMENT:

This makes total sense! **(32.29D)**

COMMENT #: 3718
DATE: 7/22/21 12:17 PM
SOURCE: Website
NAME: Daniel Parker

COMMENT:

Both the extended bus lane and the gondola are overly destructive to the canyon. **(32.13A and 32.13B)** If Zion NP can give access to over 6 million tourists through its single lane bus system then shouldn't we be able to implement that same service? **(32.2.2B)** Close the road to public access through the ski season if needed and take control of the volume going to the resorts. **(32.2.2K and 32.2.4A)** If we build a highway up the canyon it will overrun the resorts and create more problems than a slow canyon road ever were. **(32.1.2B)** I support neither proposals and think there is a simpler more elegant option that doesn't involve over developing the canyon. **(32.2.9C and 32.2.9E)**

COMMENT #: 3719
DATE: 7/22/21 12:53 PM
SOURCE: Website
NAME: Linda Malouf

COMMENT:

I would like to voice my support of the Gondola alternative for Little Cottonwood Canyon. I believe that anything that will lessen the impact on the environment and reduce roadways is a good thing even if it is more expensive initially. **(32.2.9D)**

COMMENT #: 3720
DATE: 7/22/21 1:33 PM
SOURCE: Website
NAME: Daniele Mariott

COMMENT:

I also think it's important to note my address:

I live directly between the canyons and above wasatch. I'm hesitant to believe any option will actually cater to my neighborhood and community. **(32.2.6.2.2A)**

1. Wasatch speed should be significantly reduced.
2. Sound barriers imply freeway/hwy speeds and this should not be tolerated.
3. Every and any option should provide SAFE, WAK ABLE, BIKEABLE, Community pathways east to west, north to south for wasatch blvd. 32.2.6.2.2A)

4.

boul·e·vard

/'boʊləˌvɑːrd/

noun

a wide street in a town or city, typically one lined with trees.

Please keep any and every attempt at progress for mobility in check with the natural habitat and betterment of our environment and ecosystems. More trees, more green, please offset the pavement. **(32.2.6.2.2A)**

5. Perhaps utilize the creek that runs off from deaf smith as an enhancement for community enjoyment. Or an underground passage for locals to get across Wasatch east to west. **(32.2.6.2.2A)**

6. Please consider with either preferred option: LCC is a CLASSIC. And I mean CLASSIC which also implies PRESERVABLE piece of climbing history (as well as ski history). So is it worth it to remove classic bouldering lines for the betterment of the more lucrative ski attractions? Is it worth it to permanently alter the horizon line of the canyon for climbers, hikers, nature enthusiasts for the pursuit of profit? **(32.4A, 32.4B, 32.17A, 32.17B, and 32.4G, and 32.1.2D)**

7. This is a plea to sum it all up: How will you choose to show up? with your names attached? for pure profit (Alta/Bird colonization of LCC) or for the betterment of the community and nature while also addressing the problem of mobility? **(32.1.2B, 32.1.2D and 32.2.7A)**

Shrouding your actual desire for the gondola behind the guise of "reliability" is weak. Sure buses can crash, and so will cars, and this will happen regardless of the gondola. So what are you really trying to say? You really think operating a gondola for the few days out of the year in which avalanches and slide offs pose a problem is worth all this parading around an expensive novelty no one in the neighborhood wants? ? **(32.2.9E)**

COMMENT #: 3721
DATE: 7/22/21 1:44 PM
SOURCE: Website
NAME: Chelsea O'Connor

COMMENT:

I am strongly opposed to the gondola. It would be twice as long as the current longest in the world and be used as a marketing tool to draw even more people, who might otherwise have gone to resorts in CO, WY, etc., into our already overcrowded canyon. **(32.2.9E and 32.20C)** Capacity is a major issue which has so far been ignored. **(32.20B)** The crowds don't end at the roads, the lift lines are just as bad and the gondola has the potential to make the problem so much worse. **(32.20C)** It's unfortunate that several major players are trying to cloak this as an environmental issue when all they really care about is money and further developing the small patch of wilderness we still have left. **(32.1.2D and 32.2.7A)**

What happens if this moves forward, widely marketed, and all the sudden the resorts are complaining about capacity issues and outrageous lift lines? I guess at that point they'll be telling us the only "feasible" option is to give up more of the backcountry. Once this door is open, it's going to be impossible to close. **(32.20C)**

At the end of the day, no matter how much the population expands in the future, the canyon holds a finite number of people (particularly the resorts). Let's start by really studying the capacity issue and investing in the bus services. **(32.20B)**

I rarely get involved with community issues like this but the gondola proposal is something I will fight against and protest every step of the way. Everyone I've spoken with feels the same. It's clear from the public hearings that the community is against this. It's time to take the gondola proposal off the table for good. **(32.2.9E)**

COMMENT #: 3722
DATE: 7/22/21 2:06 PM
SOURCE: Website
NAME: Daji Landis

COMMENT:

The gondola is a ridiculous idea. **(32.2.9E)** Bus increases, while less sexy and less reminiscent of some fancy European resort, are clearly the better option. **(32.2.9A)** I have been taking the bus up to Alta since I was 12 to and from the 3900 park and ride. There was only one bus that did that route each day, but if there were more, more people would use it. The buses are more conducive to dispersed parking than the gondola would be. **(32.2.2I and 32.2.6.2.1C)** Buses can also better serve people going to locations outside the resort for back country skiing, ice climbing, sledding, and snow shoeing. **(32.2.6.3C)** Making the buses free, more reliable, and more frequent would do a lot to fix these problems. **(32.2.4A and 32.2.6.3N)** Even at the best of times the gondola would take forever to get to Alta, so no one is going to want to use it. **(32.2.4A)** The current bus system takes forever to get to Alta too because they have to go into all of the Snowbird entrances, but that could be fixed by having dedicated Alta express busses **(32.2.6.3N)**.

This idea about having buses to the gondola is not going to work that well. You want me to drive to a bus stop, wait for a bus, sit on the bus, wait for a gondola, and sit on the gondola forever? **(32.2.6.2.1C, 32.2.6.5J)** That is three different things when it could be two. And each time I have to move all my gear? Then, if I want to go to a different trailhead, there's yet another shuttle? **(32.2.4A and 32.4G)** People are going to want to limit the legs of their trip and park at the one gondola station parking lot, which will be a bigger mess than the four different parking lots up the canyon.

Now that so many people have IKON passes, they can go to Solitude if the traffic is bad and the gondola is a big bottleneck, which will punish people backcountry skiing up Big Cottonwood. Big Cottonwood has it's own problems and this plan does nothing to help and will probably make congestion up there worse. At a certain point, the number of people at the resorts is too much and should be limited, but this shouldn't punish other people trying to use PUBLIC LAND. **(32.1.1A, 32.2.2K, and 32.2.0D)**

This option is supported by the ski resorts because they don't have to pay for it and it makes Little Cottonwood seem like other fancy resorts. **(32.1.2D and 32.2.7A)** This is failing to show respect to other uses of the public land that don't benefit the resorts and will be practically useless in the summer. Why not try to make the bus option more attractive rather than make outlandish excuses for why we need something so expensive that will be paid for by tax dollars sorely needed elsewhere. **(32.1.2B and 32.1.2D)**

COMMENT #: 3723
DATE: 7/22/21 2:36 PM
SOURCE: Website
NAME: Robyn Simonsen

COMMENT:

This would absolutely ruin the beauty of our mountains. I hike all our Wasatch mountains, this would be horribly disfiguring. Our many ski resorts have already scarred many mountain sides. I feel the ski industry already has taken enough. Irreversible damage. The money could and should be spent elsewhere. **(32.1.2B, 32.17A, 32.17B, and 32.2.7A)**

COMMENT #: 3724
DATE: 7/22/21 2:36 PM
SOURCE: Website
NAME: Devin Loertscher

COMMENT:

I would like to see a new bus plan and/or better bus implementation in Little Cottonwood Canyon. I would also like to see a limitation on the number of cars allowed in the canyon during peak use periods. **(32.2.9A and 32.2.4B)**

COMMENT #: 3725
DATE: 7/22/21 2:44 PM
SOURCE: Website
NAME: Peter Cowan

COMMENT:

Dear UDOT and relevant Government officers,

Our dearest resource in Utah is our natural spaces. With the rapid growth in our state, many of us locals are starting to feel squeezed and feel as if we are losing our way of life. Our canyons are bursting at the seams, human caused pollution and erosion are rapidly increasing the degradation of the environment around us. One of the amazing elements of Salt Lake City and the central Wasatch is now nearly lost to over-population and abuse of our natural spaces. Introducing a Gondola that only serves the ski areas is not only short sighted, but downright disrespectful to the beauty and sanctity of our natural spaces. **(32.1.2B, 32.1.2D, 32.2.7A, and 32.17A)** Increased bus lanes, lower emission busses and putting pressure on Snowbird and Alta ski to take responsibility is not only the right thing to do, but is the socially responsible thing to do. **(32.2.9A)** Please do not let Capitalism destroy the beauty around us. Remember, we are only here for a fleeting moment of existence on the galactic scale of time. Do not destroy the canyon for other life forms who find shelter in her bosom. **(32.13A)**

Sincerely,
Peter Cowan

COMMENT #: 3726
DATE: 7/22/21 2:47 PM
SOURCE: Website
NAME: Donovan Owens

COMMENT:

Send it!(32.29D)

COMMENT #: 3727
DATE: 7/22/21 2:48 PM
SOURCE: Website
NAME: Daji Landis

COMMENT:

Dear Utah Department of Transportation,
The gondola is a ridiculous idea. **(32.2.9E)** Buses increase, while less sexy and less reminiscent of some fancy European resort, are clearly the better option. **(32.2.9A)** I have been taking the bus up to Alta since I was 12 to and from the 3900 park and ride. There was only one bus that did that route each day, but if there were more, more people would use it. The buses are more conducive to dispersed parking than the gondola would be. **(32.2.2I and 32.2.6.2.1C)** Buses can also better serve people going to locations outside the resort for back country skiing, ice climbing, sledding, and snow shoeing. **(32.2.6.3C)** Making the buses free, more reliable, and more frequent would do a lot to fix these problems. **(32.2.4A and 32.2.6.3N)** Even at the best of times the gondola would take forever to get to Alta, so no one is going to want to use it. **(32.2.4A)** The current bus system takes forever to get to Alta too because they have to go into all of the Snowbird entrances, but that could be fixed by having dedicated Alta express busses **(32.2.6.3N)**.

This idea about having buses to the gondola is not going to work that well. You want me to drive to a bus stop, wait for a bus, sit on the bus, wait for a gondola, and sit on the gondola forever? **(32.2.6.2.1C, 32.2.6.5J)** That is three different things when it could be two. And each time I have to move all my gear? Then, if I want to go to a different trailhead, there's yet another shuttle? **(32.2.4A and 32.4G)** People are going to want to limit the legs of their trip and park at the one gondola station parking lot, which will be a bigger mess than the four different parking lots up the canyon.

Now that so many people have IKON passes, they can go to Solitude if the traffic is bad and the gondola is a big bottleneck, which will punish people backcountry skiing up Big Cottonwood. Big Cottonwood has its own problems and this plan does nothing to help and will probably make congestion up there worse. At a certain point, the number of people at the resorts is too much and should be limited, but this shouldn't punish other people trying to use PUBLIC LAND. **(32.1.1A, 32.2.2K, and 32.2.0D)**

This option is supported by the ski resorts because they don't have to pay for it and it makes Little Cottonwood seem like other fancy resorts. **(32.1.2D and 32.2.7A)** This is failing to show respect to other uses of the public land that don't benefit the resorts and will be practically useless in the summer. Why not try to make the bus option more attractive rather than make outlandish excuses for why we need something so expensive that will be paid for by tax dollars sorely needed elsewhere. **(32.1.2B and 32.1.2D)**.

As for the road widening, that will have huge impacts on recreation and wilderness. **(32.4B and 32.4G)** It will destroy climbs that make Little Cottonwood Canyon famous. I lived in LA where they have some of those 'dedicated bus lanes' and when there's traffic rich people use them and just pay the fine if they're caught. Usually getting into the canyon is the big bottleneck when driving, and this won't address that at all. **(32.2.4A and 32.2.6.3B)** Why not try improving the bus service first?"**(32.2.9A)**

COMMENT #: 3728
DATE: 7/22/21 2:51 PM
SOURCE: Website
NAME: Stephanie Aswad

COMMENT:

We should go with the bus system year round! **(32.2.9A and 32.2.6.3C)** Gondola costs more, is less efficient, and doesn't stop at all the trailheads.

COMMENT #: 3729
DATE: 7/22/21 3:10 PM
SOURCE: Website
NAME: Jim Manos

COMMENT:

Absolutely no to the gondola! **(32.2.9E)** It mostly benefits Alta and Snowbird. **(32.1.2B and 32.2.7A)** It'll attract more people to LCC like a new ride at a theme park. I say dedicated lane for busses, snow sheds and limits on car numbers allowed in the canyon. **(32.2.9B and 32.2.4A)**
I'm not in favor of either solution unless resorts pay more of the costs! The financial burden should not be on the tax payers! They created the demand, they should pay the lion's share of costs for either solution! **(32.2.7A)**

COMMENT #: 3730
DATE: 7/22/21 3:16 PM
SOURCE: Website
NAME: Charlotte Pratt

COMMENT:

I am a lifetime cabin owner in Albion Basin, Alta of 65 years. I have traveled up and down this canyon my entire life. I am sorely disappointed with the growth Alta and Snowbird have allowed, but not managed with greater future insight. Too many cars is their problem. They keep expanding, developing, and advertising, but look to UDOT to solve the red snake. They offer nothing to their employees to travel to and from work. So many of the employee cars parked at the resorts could be parked in the valley. They welcome IKON, EPIC, and Mountain Collective skiers to come, and don't value their greatest resource, the locals.

I am strongly opposed to the gondola. **(32.2.9E)** This would be a huge eyesore and turns the canyon into an amusement park. **(32.17A)** It's two biggest problems is that it's inflexible and irreversible. Locals will protest and not ride it. **(32.2.4A)**

I am opposed to widening S.R. 210 starting from the Grit Mill Trailhead through the town of Alta. **(32.2.9C)** Two uphill lanes to the Grit Mill trailhead point would give vehicles in the canyon enough time for these two lanes to merge into one. Once traffic is in the canyon, it flows well. **(32.2.9U)**. Bus lanes are not going to help busses move faster once they are in the canyon. Busses don't have the power to pass cars, and two lanes of flowing traffic up or down the canyon is dangerous. **(32.2.9C)** The canyon has been widened enough and must be left alone. If you stand by your commitment to protect the watershed and the ecosystem, you will not widen the canyon highway anymore. PLEASE leave the canyon highway as it is. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)**

I AM IN FAVOR OF: MORE BUSSES (32.2.9A)

Busses need to be frequent, run during the middle of the morning, day, and early afternoon. An enormous bus/carpooling parking facility at the sand and gravel pit would be awesome for all of us coming from I-215. **(32.2.6.3N, 32.2.9A, and 32.2.6.2.1C)**

CARPOOL incentives. Ski Resort rewards program for carpooling could be very effective. Pressure must be placed on the ski resorts to help solve the lack of parking. The resorts have caused this problem, it's time they come up with solutions. Locals would be very willing to step up and help by carpooling if they were required. **(32.2.4A)**

TRACTION LAW enforced. **(32.2.2M and 32.2.4A)**

LIMIT CAPACITY. If we have to, on weekends and holidays, let's implement a reservations program, and start a shuttle service like Zion National Park. But PLEASE protect our canyon, DON'T open it up to more visitors. The canyon is being loved to death. Please learn from the national parks roadway restrictions and treat Little Cottonwood Canyon like a national park. **(32.2.2B, 32.2.2K, and 32.2.4A)**

Thank you for your devotion to this challenging and complex project. Give Utahns a chance to prove that bussing and carpooling can make a difference to solve our red snake. For every one single occupancy person in a vehicle that is stuck in the red snake, they are part of the problem. They are the vehicles to get off the road. But if you add more pavement, you just add more of them.

Thank you,
Charlotte Pratt
Alta, Utah

COMMENT #: 3731
DATE: 7/22/21 3:38 PM
SOURCE: Website
NAME: David Morgan

COMMENT:

As a climber and a skier in LCC I've read though the proposal for the expanded road way and gondola system and figured that I support the gondola, I remember driving up the canyon as a child looking out the window day dreaming about shredding every peak I saw as well as looking at the rocks hoping to climb them all one day. Since I got my license I havent been able to daydream like I used to and I really miss that. **(32.2.9D)**

COMMENT #: 3732
DATE: 7/22/21 3:43 PM
SOURCE: Website
NAME: Connor Ottosen

COMMENT:

I love the idea of having some method to get up the canyon that isn't vehicles, but I don't think a gondola is it. **(32.2.9E)** I think that the limited stops it could make really reduces it's use. **(32.2.6.3G)** And the fact that it would be an eyesore on the mountain for the rest of our lives is too much to stomach. **(32.17A)** I think the bus lane would be more in line with keeping the mountains pristine, and untouched. Hopefully, this is paired with snow sheds, fees, and limiting single-occupant drivers. And in the future, these buses could be autonomous and electric,. **(32.2.9B, 32.2.4A, and 32.2.6.3F)**

COMMENT #: 3733
DATE: 7/22/21 3:43 PM
SOURCE: Website
NAME: Brent Tregaskis

COMMENT:

It sounds like a great long term solution to me!(32.2.9D)

COMMENT #: 3734
DATE: 7/22/21 4:26 PM
SOURCE: Website
NAME: Richard Rutledge

COMMENT:

As an Iron Blossam owner at Snowbird, we support the Gondola option as the best transportation solution for Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 3735
DATE: 7/22/21 5:16 PM
SOURCE: Website
NAME: Jon Last

COMMENT:

I am in full support of the gondola proposal. This is clearly the way to go. It solves the weather issue. Allows patrol to get to the resort early to start Avi mitigation and will make Utah a truly world class destination. **(32.2.9D)**

COMMENT #: 3736
DATE: 7/22/21 5:20 PM
SOURCE: Website
NAME: Jed Easterbrook

COMMENT:

I love the idea however will the gondola close during high winds much like the tram? **(32.2.9D and 32.2.6.5K)**

COMMENT #: 3737
DATE: 7/22/21 5:53 PM
SOURCE: Website
NAME: Stephanie Andra

COMMENT:

Either option to help alleviate traffic is not a good one. **(32.7B and 32.7C)** This will destroy the Canyon as a whole and take away from the natural experience and to experience the back country. **(32.13A, 32.13B, 32.17A, and 32.17B)** All of this just to please a for profit resort. At minimum if this does go through, the resorts should be paying for this not the taxpayers. **(32.2.7A)** I believe just capping people when parking lots are full is the best way. **(32.2.2K and 32.2.4A)** This will only further the destruction and pave the way For other canyons to slowly start to experience this.

COMMENT #: 3738
DATE: 7/22/21 6:11 PM
SOURCE: Website
NAME: Bradley Gannon

COMMENT:

I support the bus option and expansion of road for LCC. **(32.2.9B)** The Gondola is not the answer and would only make the journey up the Canyon longer for some individuals. **(32.2.9E)** Additionally, the Gondola would not suit parents traveling with young children to Alta or Snowbird.

COMMENT #: 3739
DATE: 7/22/21 8:12 PM
SOURCE: Website
NAME: Kellyn Trummer

COMMENT:

I would like UDOT to consider adding increased bus services without widening the road. **(32.2.9A)** I think there needs to be more parking and public transit to get to the mouth of the canyon as well. **(32.2.6.2.1C)** I believe in the future restricting car access would be important, which would mean the buses would have to stop at popular trailheads and climbing areas. **(32.2.6.3C)** I believe this should be trialed before large construction projects due to the cost and environmental impact. Fewer cars and more buses would achieve the same goal. Tolling should be considered as is done in Millcreek and American Fork Canyons. Also, low income families should be considered with bus service and tolling, as this should not be a barrier to access for these families. **(32.2.4A and 32.5A)**

COMMENT #: 3740
DATE: 7/22/21 8:14 PM
SOURCE: Website
NAME: Bud Shehan

COMMENT:

On the surface, the gondola sounds like a great idea. What will be the costs to use it? Parking expense? Expense to ride the gondola? How will it be funded? **(32.2.9D and 32.2.4A)**

COMMENT #: 3741
DATE: 7/22/21 8:15 PM
SOURCE: Website
NAME: Joanne Studebaker Studebaker

COMMENT:

Definitely support it! (32.29D)

COMMENT #: 3742
DATE: 7/22/21 8:17 PM
SOURCE: Website
NAME: Danny Shannon

COMMENT:

I think the option for a gondola as the. Transit option in LCC is the best. **(32.2.9D)** I'm theory I like buses too but they are going to be hindered by snowfall. In LCC snowfall will be a huge impact. On that note I love the idea of the avalanche sheds. I think that should be done regardless of their outcome of the other options. **(32.2.9K)**

The piece of the gondola plan I'm most skeptical about is the expansion of Wasatch blvd. I think that is not the core issue and that road should be kept residential if possible **(32.2.6.2.2A)**. Along with that, expanded busing in the valley is necessary and I would rather that take place than the satellite bus stations proposed with the gondola plan. **(32.2.2I)** I think we should be able to get on a bus in sugar house, the Ave's or Sandy and get to the gondola without driving halfway there first.

COMMENT #: 3743
DATE: 7/22/21 8:19 PM
SOURCE: Website
NAME: Bill Greenland

COMMENT:

I favor Enhanced bus service and a little additional roadway capacity in LCC. **(32.2.9B)** Invest in smaller electric busses (as technology improves) that can be used in other venues i.e Sundance, various festivals, ballgames etc. **(32.2.6.3F)** Spend the money on the busses having a large fleet where use can be spread around to utilize any existing street or freeway throughout Utah. On holidays and peak ski weekends increase the frequency up the BCC and LCC. **(32.2.2I)** Don't make Lacaile a ski parking destination for skiing for the general public. The gravel pit should be the major parking destination. **(32.2.6.2.1C)**

If busses were made the major mode with proper incentives, traffic issues would be alliviated on Wasatch Blvd. **(32.2.4A and 32.2.6.2.2A)** I am definitely for some improvements on Wasatch Blvd by having a center lane between yellow lines from BCC to LCC without major widening, works if you take cars carrying skiers off the road through busses. Lower Wasatch Blvd's speed limit to 35 mph and enforce it! By having 3 to 5 minute intervals between busses and no passing lanes traffic will naturally be slowed. **(32.2.6.2.2A and 32.2.6.3N)**. A Gondola is not the solution for many reasons. **(32.2.9D)** It will have a very high negative impact on the visual experience. **(32.17A)** It will exacerbate the Wasatch Blvd traffic situation. **(32.2.6.5E)** I doubt people will be willing to move their ski equipment from car to bus to gondola to schuttle. **(32.2.4A)**

Don't build Snow Sheds over the road. They will profoundly affect the visual experience. Keep blasting for control of hazardous avalanche areas and use the money to invest in more of the very best avalanche debrey removal equipment. **(32.2.9J and 32.17C)**

If you want a gondola or a cog rail system, concider bringing it through Midway to the saddle ridge between Alta and Snowbird. You would be able to bring in tourist to the resorts when the road from the valley is inaccessible. **(32.2.2N)** Shuffle the busses to transport visitors to those venues and or use to get people out when the roads are closed.

Only allow a finite number of passenger cars up the canyon roads. **(32.2.2L and 32.2.2K)** Have a hotline for locals to access so that they can know if the maximim limit has been met. Use of a toll system will reduce the number of passenger cars. **(32.2.4A)** Through the the hotline assign specific time slots when cars can travel up the canyon. **(32.2.4A)**

COMMENT #: 3744
DATE: 7/22/21 8:19 PM
SOURCE: Website
NAME: Yusuf Yunis

COMMENT:

My position is that we should try methods such as increased bus service and tolling personal vehicles and assessing whether they are sufficient, before making permanent changes to the landscape such as lane widening or a gondola. **(32.2.9A and 32.2.4A)** Lane widening will impact many roadside resources such as popular bouldering areas, and a gondola (in my opinion) would mar the landscape. I simply believe less impactful methods should be trialed first. **(32.4A and 32.17A)**

COMMENT #: 3745
DATE: 7/22/21 8:55 PM
SOURCE: Website
NAME: Toney Sebra

COMMENT:

I am very much in support of the gondola project. Seems to be the most sensible decision. We live in Sandy and welcome an easier route to Alta and Snowbird **(32.2.9D)**

COMMENT #: 3746
DATE: 7/22/21 9:24 PM
SOURCE: Website
NAME: Max Denbin

COMMENT:

I absolutely love the idea of building a gondola allowing access to Little Cottonwood Canyon. I've personally driven too and skied countless days at Snowbird. The gondola would significantly cut down travel time and have a very positive impact on the environment and sustainability of the area **(32.2.9D)**.

COMMENT #: 3747
DATE: 7/22/21 9:54 PM
SOURCE: Website
NAME: John Gregory

COMMENT:

Please don't take away our climbing access **(32.4A, 32.4B, and 32.4G)**

COMMENT #: 3748
DATE: 7/22/21 9:55 PM
SOURCE: Website
NAME: Mason Shea

COMMENT:

To whom it may concern, my name is Mason Shea and as a 26 year old resident of salt lake who intends to live here for the foreseeable future, I have a strong interest in seeing improvements in LCC occur in a timely and reasonable manner. As a user of the canyon year round, what I don't fundamentally understand is why we are trying to solve the problem with the most extreme measures available to you, by creating permanent changes to the canyon right off the bat...

If you recall the software engineer that spoke at the first hearing, he talked about the core principals of software engineering. Another core aspect of building software, is a minimal viable product (MVP). That is, a solution that is the most basic form of what you are looking to accomplish, to determine if the solution solves the needs of your users.

What you are doing is NOT an MVP.

I strongly urge you to rethink the steps you are taking to do this. You should take measures outside the canyon first such as enhanced bussing and parking along Wasatch boulevard, tolling at the mouth of the canyon, encouraging resorts to charge parking for cars that aren't 100% full, etc., to determine how those changes affect the experience. **(32.2.9A, 32.2.4A, and 32.2.2K)**

Take small incremental steps first that will improve whatever the end implementation is, before you take permanent action.

Thank you,

COMMENT #: 3749
DATE: 7/22/21 10:26 PM
SOURCE: Website
NAME: Rhea Wallace

COMMENT:

I support the gondola and a Snowbird skier. (32.2.9D)

COMMENT #: 3750
DATE: 7/22/21 10:46 PM
SOURCE: Website
NAME: Teri Dibble

COMMENT:

I attended Tuesday's 7/20, virtual meeting. By my count 28 of the 31 commenters were opposed to the gondola proposal & had reservations about widening of existing road. I am in agreement with them. **(32.2.9C and 32.2.9E)** Your proposal indicates reliability, mobility & safety were the issues needing to be addressed. What I came away with was an effort to get more skiers to the resorts at primarily tax payer expense. **(32.1.2B, 32.1.2D, and 32.4.7A)** Actions mentioned I support with little to no capital outlay would be restrictions on private autos traveling during peak time periods; requirement of resorts to provide bus transportation for their employees & eliminate single passenger vehicles;**(32.2.4A)** a toll booth; **(32.2.4A)** express bus at peak times; **(32.2.9A)** parking reservations;**(32.2.2K and 32.2.4A)** bus with stops at back country trailheads; **(32.2.6.3C)** additional parking garages built in existing public spaces such as South Town Mall;**(32.2.6.2.1C and 32.2.2FF)** creative use of existing road using two lanes of traffic up in the AM & two lanes down in the PM;**(32.2.2D)** a designated HOV lane or bus lane;**(32.2.9B)** These are some of the ideas presented which should be tried before causing permanent damage to the natural beauty of the canyon.

Resorts/coporations & skiers seem to be a primary concern of the study. **(32.1.2B and 32.1.2D)** The hikers, climbers, picnickers, walkers, bikers, residents seem secondary. Air & water quality were given too little concern. **(32.10A, 32.12A, and 32.12B)** Increasing the number of users will decrease the experience of all users. **(32.20C)** The cost of the project for a few days during each ski season when weather is a problem does not justify the expense & damage to the environment. **(32.1.4D)** In real life there are no guarantees and skiers whether local or visiting certainly don't warrant a guarantee of perfect conditions in travel. Why keep trying to fit a gallon of water into a quart size bottle.

Once the pavement is laid the damage is irreversible & harm permanent. I feel a solution is yet to be discovered.

Thank you.

COMMENT #: 3751
DATE: 7/22/21 11:03 PM
SOURCE: Website
NAME: Conley Perry

COMMENT:

New Bus system is preferred. **(32.2.9A)**

COMMENT #: 3752
DATE: 7/22/21 11:43 PM
SOURCE: Website
NAME: Marcus Fenton

COMMENT:

You are going about this all wrong, electric buses year round. A half billion dollars is stupid (**32.1.2C, 32.2.6.3E and 32.2.6.3C**)

COMMENT #: 3753
DATE: 7/23/21 12:06 AM
SOURCE: Website
NAME: Catalin Stefanescu

COMMENT:

I strongly support the gondola! It will greatly increase the skiing experience in Snowbird and Alta.
(32.2.9D)

COMMENT #: 3754
DATE: 7/23/21 2:38 AM
SOURCE: Website
NAME: Richard John Lassere

COMMENT:

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

COMMENT #: 3755
DATE: 7/23/21 5:13 AM
SOURCE: Website
NAME: Terry Keeton

COMMENT:

The gondola is the way to go. I visit Alta & Snowbird often and would prefer the gondola. It's safer and better for the environment. And can keep running despite heavy snowfalls **(32.2.9D)**

COMMENT #: 3756
DATE: 7/23/21 7:08 AM
SOURCE: Website
NAME: David Constants

COMMENT:

I support the gondola, reliable, less impact on the environment. Yes more expensive, but not in the long run. **(32.2.9D)**

COMMENT #: 3757
DATE: 7/23/21 7:24 AM
SOURCE: Website
NAME: Ben Clark

COMMENT:

Cool solution to the traffic issue. I agree it would help the resorts ensure access during heavy snow events. This is a key point in the arguments for this project. If it is mainly serving to ensure access to two corporate ski areas then it should be 100% paid for by those ski areas. **(32.1.2D, 32.2.7A, and 32.7C)** I understand that lobbying the public to allocate some of the \$1B utah budget windfall to this project is very sensible timing. I strongly believe that public funds need to stop subsidizing the profits of corporations. Raise capital from investors, take out loans, and raise access prices to pay for the project. This is how capitalism works and how this project should be funded. **(32.1.2D and 32.2.7A)** If the state of utah would redistribute their excess money to the people I would be happy to give my share back to the resorts in the form of purchased goods and services. I do not support using money from residents that have never or will never use the gondola and most likely have no idea that their tax dollars were used to pay for it. It is a morally objectionable act.

COMMENT #: 3758
DATE: 7/23/21 7:24 AM
SOURCE: Website
NAME: Gloria Arriaga

COMMENT:

I support the gondola, I believe is a sustentable commuting method for snowbird resort **(32.2.9D)**

COMMENT #: 3759
DATE: 7/23/21 8:06 AM
SOURCE: Website
NAME: Jeremy Librett

COMMENT:

Will cause massive overdevelopment at the base of the canyon creating more madness in the mountains. I'm local and a pass holder will not use because it takes to long to get up there **(32.20H, 32.2.4A, and 32.29D)**

COMMENT #: 3760
DATE: 7/23/21 10:01 AM
SOURCE: Website
NAME: Erik Johnson

COMMENT:

I'm for busses and against the gondola. **(32.2.9A and 32.2.9E)** The gondola solution will scar the canyon forever and create added traffic at the base. **(32.17A and 32.7B, 32.2.6.5E, and 32.7C)** Electric busses are the way to go. **(32.2.6.3F)**

COMMENT #: 3761
DATE: 7/23/21 11:38 AM
SOURCE: Website
NAME: Herve Bronnimann

COMMENT:

Yes to the whole project as long as it can be done without interfering with normal operation while construction. **(32.4C)** Also please make sure to plan for ample access and parking at La Caille base, otherwise it'll be the same problem only earlier. **(32.2.6.5J)** And will hours of operations allow for enough skiers/surfers to reach base Alta/Snowbird by start of ski day? No one wants to be stuck in line until 10am or more so you must plan for gondola to start well before 8:30am. **(32.2.6.5F and 32.2.6.5C)**

COMMENT #: 3762
DATE: 7/23/21 11:48 AM
SOURCE: Website
NAME: Victoria Edwards

COMMENT:

Zip Code: [REDACTED]

As a frequent user of Little Cottonwood Canyon, I am opposed to both the PPSL and the Gondola alternatives. **(32.2.9C and 32.2.9E)** Their impact on the environment and bouldering in the canyon is too large to ignore. **(32.4A, 32.4B, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** Before spending millions of dollars on either of these alternatives, we must consider other traffic mitigation measures and incentives. Little Cottonwood is a scenic bypass, and I do not want to see one of the most beautiful canyons in the world get ripped apart for peak period powder days that is specifically caused by two private entities (alta and snowbird). **(32.1.2B, 32.1.4D, and 32.2.7A)** Not only am I a climber, skier, hiker, and mountain biker.. I am also an environmental specialist. I do not see these alternatives as environmentally friendly alternatives. These do not serve the wildlife in the canyon. In fact, these alternatives would bring more people up the canyon. **(32.1.2B, 32.20A, 32.20C, and 32.20E)** Where is the capacity study for the canyon? **(32.20B)** This EIS has so many flaws and I would like to see tolling and the enhanced busses used first before even considering disrupting LCC forever. **(32.2.9A)** These alternatives are irreversible. Also, climbers from all over the world travel to SLC to climb on boulders in LCC and a lot of these boulders are at high risk of being demolished. Please consider the boulders when determining the Final alternative. **(32.4A and 32.4B)**

COMMENT #: 3763
DATE: 7/23/21 12:34 PM
SOURCE: Website
NAME: Sean Lodge

COMMENT:

I think that this is something that should have happened years ago. This is the most sensible and responsible thing to do to save the canyons and protect the water shed. I FULL support this and look forward to seeing it be constructed. **(32.29D)**

COMMENT #: 3764
DATE: 7/23/21 12:48 PM
SOURCE: Website
NAME: Terry Heinrich

COMMENT:

My name is Theresa Heinrich I have lived at the mouth of Little Cottonwood Canyon for 25 years. My house is right across the street from the park & ride. I worked at Snowbird for 30 years & I took the bus most of the time. I feel that I have a grasp on the demographics of the skiers & snowboarders who use LCC. They are mostly locals. I don't agree with one of the speakers July 20th saying that the traffic was reduced because ski instructors took the bus. They didn't usually take the bus. Snowbird hired UTA vans to pick up instructors at the park & ride & take them up to Snowbird. That did not reduce the traffic in LCC by very much. I can look out the front window of my home every day & see all of the cars. Usually there is 1 person in each car. There are a lot of people who drive up LCC & ski every day. How can UDOT incentivize these people to take the bus. **(32.2.4A)** Did UDOT think about sending a survey to all pass holders at Snowbird & Alta? Ask them if they would ride a gondola every time they ski. I don't think the majority of skiers will take the gondola. **(32.2.4A)** First of all it takes too long. If they leave Sugarhouse for example get off the freeway & inch their way up Wasatch Blvd in bumper to bumper traffic then park, then ride the gondola how long does that actually take? **(32.2.6.5E)** UDOT said 59 minutes. Now what about the tourists. If there is a family of 4 staying at a downtown hotel they might think its a novelty to take the gondola. But if they are on vacation for 1 week are they going to ride it every day with their family? **(32.2.4A)** Probably not because it's too expensive, time consuming & inconvenient. Which brings up the point how can the public decide if they want a gondola when UDOT can't tell us what the price would be to ride it? **(32.2.4A)** I realize Snowbird said they will subsidize employees & season pass holders when they ride the gondola but don't you think the tax payers should know about how much it could possibly cost for a ticket? **(32.2.7A and 32.2.4A)** Widening Wasatch Blvd with more lanes is not going to help. More lanes means more cars. It would be nice if UDOT would consider lowering the speed limit on Wasatch Blvd in Cottonwood Heights. I don't think we need to widen the road to accommodate skiers trying to get to LaCaille **(32.2.6.2.2A)** I was at the meeting on July 13th at Butler Middle School. I listened to all of the public comments. One of the comments was from a person who owns the land at the gondola site. He stated that he is preserving the site at LaCaille from development. How is building a gondola & a 1500 car capacity garage preserving the site from development??? If he develops the land with homes instead that would be a better alternative. Also at the meeting the comments from all of the public was overwhelmingly against the gondola & for enhanced bus service. I hope UDOT listened to the people. Lastly LCC has incredible views everywhere you look. It is described as "The most striking glacial surroundings in the Wasatch Range". Why would we install permanent towers & gondolas & destroy the beauty of the canyon for the few days that it is needed. **(32.1.4D and 32.17A)** We only have 1 LCC. Let's keep the majestic beauty of the canyon for generations to come.

COMMENT #: 3765
DATE: 7/23/21 12:58 PM
SOURCE: Website
NAME: Katherine Siefert

COMMENT:

I support the gondola plan for LCC. I believe this is the more practical way to get people up the canyon. More buses will add to traffic. They will not reduce it. **(32.2.9D and 32.7C)** There is no reason to believe that more buses will lead to more people using them. **(32.2.4A)** I would prefer to use the gondola rather than rely on a bus schedule. I also believe that during interlodge, the gondola would help get people down off the mountains, rather than keeping them trapped for possible days. **(32.2.6.5H)**

COMMENT #: 3766
DATE: 7/23/21 1:16 PM
SOURCE: Website
NAME: Mark Callahan

COMMENT:

Buses. **(32.2.9A)** BCC solution is needed as well. **(32.1.1A)** Fleet can service both canyons. Mandatory charge for all parking in canyon by county to restrict vehicle traffic or \$20 per vehicle toll. **(32.2.2K and 32.2.4A)** Bus lanes in specified sections to skip ahead on traffic at mouths and sections of roadway - reversing at 1pm. **(32.2.2D)**

COMMENT #: 3767
DATE: 7/23/21 1:24 PM
SOURCE: Website
NAME: Brett Pugmire

COMMENT:

How will the canyon be protected during construction? (32.29D)

COMMENT #: 3768
DATE: 7/23/21 2:02 PM
SOURCE: Website
NAME: Anthony Newman

COMMENT:

I am strongly opposed to the idea of a gondola going up Little Cottonwood Canyon. I think it is too much infrastructure and it will take too long. **(32.2.9E)** I don't think the majority of people that you're trying to deter from driving will actually use it. **(32.2.4A)** The main reason I am against it is the permanent obstructive visual structure polluting the beauty of the canyon. **(32.17A)** I think widening the roads is a better solutions but please try to save the historic bouldering boulders. **(32.2.9B and 32.4A)** Thank you

COMMENT #: 3769
DATE: 7/23/21 2:28 PM
SOURCE: Website
NAME: Brandon Ussery

COMMENT:

The gondola idea is absolutely atrocious. Clearly a money grab for Alta, Snowbird, Powdr and other companies. **(32.2.9E, 32.1.2D, and 32.2.7A)** The fact that this is taxpayer funded is unbelievable. This idea doesn't include other users of LCC and is essentially a taxpayer funded addition to Alta and Snowbird. PLEASE, for the love of god, pick the bus option to keep our canyon from being gentrified by people trying to make a quick buck on our public lands using our taxpayer dollars. **(32.2.9A)**

COMMENT #: 3770
DATE: 7/23/21 3:27 PM
SOURCE: Website
NAME: Steven Mann

COMMENT:

As regular user of little cottonwood canyon I fully agree with a gondola to combat the traffic issues.
(32.2.9D)

COMMENT #: 3771
DATE: 7/23/21 3:33 PM
SOURCE: Website
NAME: James Peters

COMMENT:

The gondola is an intelligent option to alleviate traffic up Little Cottonwood Canyon. This will help the resorts there continue to be viable for the next 20+ years. **(32.2.9D)**

COMMENT #: 3772
DATE: 7/23/21 4:08 PM
SOURCE: Website
NAME: Nathan White

COMMENT:

NO GONDOLA. (32.2.9E) It will cost double what is projected and is a complete boondoggle that benefits that benefits developers and the resorts at taxpayer expense. (32.1.2D and 32.2.7A) The only practical solution for traffics is simply limiting the number of vehicles allowed and/or increasing buses. (32.2.4A and 32.2.9A)

COMMENT #: 3773
DATE: 7/23/21 4:27 PM
SOURCE: Website
NAME: Joey Howell

COMMENT:

To be completely honest I don't see how a gondola is going to cut down any inner canyon traffic. It truly just seems like an attraction for resorts in the winter. **(32.7B and 32.7C)**

COMMENT #: 3774
DATE: 7/23/21 4:42 PM
SOURCE: Website
NAME: Ellie Martin

COMMENT:

To whom it may concern, the gondola is an ineffective way to mitigate the issues that Little Cottonwood sees every winter. **(32.7B and 32.7C)** With a growing population, the community has to come together to create solutions that are SUSTAINABLE. The gondola is not. **(32.2.9E)** The majority of taxpayers do not ski so the gondola wouldn't benefit them. **(32.1.2D and 32.7C)** The majority of tax payers don't even use the canyon so we have to invest more into systems that's are applicable across a variety of ways other than just transportation to the ski resorts. A beneficial solution would be to invest in more buses, electric buses (downtown SLC has a few), more parking facilities at the bottom of the canyon, and incentives for people to carpool more often. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)** This is an investment into community, not corporation. Additionally, this is a solution that's good 12 months of the year, not just 4. It's more inclusive and equitable as well as sustainable for the future.

COMMENT #: 3775
DATE: 7/23/21 5:00 PM
SOURCE: Website
NAME: Dennis Thurman

COMMENT:

Disney moves fast more people per hour with their monorails. **(32.29D)**

Wind is a limiting factor for Arial trams, you didn't mention in the video **(32.2.6.5K)**.

COMMENT #: 3776
DATE: 7/23/21 5:03 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

The cabins do not have windows that open but will be ventilated? ...please go park your car on the side of highway 210 and sit there for 40 minutes with the windows up and vent fan on low but no A/C. Make sure you're in the full sun and have a car load of people with you. Sound fun? Safe? I don't think it's legal to leave your dog in these conditions in Utah but we're proposing to treat our visitors this way?
(32.2.6.5C)

COMMENT #: 3777
DATE: 7/23/21 5:05 PM
SOURCE: Website
NAME: Shayne Anderson

COMMENT:

I do not like the gondola option. **(32.2.9E)** The only problem this solves is getting people to snowbird and alta. It does nothing for those who want to use other areas of the canyon (climbing areas, Backcountry areas, hiking trails etc). **(32.1.2D, 32.2.7A, and 32.7C)** state investment in our public lands should benefit Utah taxpayers and not all of the out of staters who are coming to ski. Invest in public transit. I'd go as far as closing the road to private cars during the winter and only allow buses. The gondola would be an eyesore in a beautiful setting."**(32.2.2B and 32.17A)**

COMMENT #: 3778
DATE: 7/23/21 5:10 PM
SOURCE: Website
NAME: Aaron White

COMMENT:

No Gondola. Just more busses and make it a toll road (32.2.9A and 32.2.4A)

COMMENT #: 3779
DATE: 7/23/21 6:03 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

The proposed bike lane with the snow sheds is 4' wide. I'd this supposed to be for 1 or 2-way bike traffic? Modern mountain bike handlebars are 2-1/2' wide so a 4' wide bike lane does not allow for passing of even same direction traffic. Down hill traffic on bicycles May exceed 50mph and a 4' bike lane would not be adequate for even 1 way traffic at those speeds. A 4' bike lane is too narrow and will not work for bikes. **(32.2.6.5.2.3A)**

COMMENT #: 3780
DATE: 7/23/21 6:38 PM
SOURCE: Website
NAME: A J

COMMENT:

Take a look at Telluride and their gondola (32.29D)

COMMENT #: 3781
DATE: 7/23/21 6:44 PM
SOURCE: Website
NAME: Sally Sawyer

COMMENT:

I think that the gondola is a green idea that will minimize choking traffic up Little Cottonwood Canyon. I would definitely use it to access both Snowbird and my beloved Alta! **(32.2.9D)**

COMMENT #: 3782
DATE: 7/23/21 6:51 PM
SOURCE: Website
NAME: Sally Sawyer

COMMENT:

Currently, there is very little parking at both Alta and Snowbird if you are successful in driving up the canyon. Please avoid turning these areas into the nightmare that is Park City for locals. I have literally spent over an hour trying to park; I would rather give up alpine skiing than face parking headaches."**(32.2.2K)**

COMMENT #: 3783
DATE: 7/23/21 7:22 PM
SOURCE: Website
NAME: Chris Nehren

COMMENT:

This project looks like it would be a massive value add in terms of savings as well as continue to help the ski resorts serve our ever growing community **(32.2.9D)**

COMMENT #: 3784
DATE: 7/23/21 8:52 PM
SOURCE: Website
NAME: Zachary Post

COMMENT:

Please build the gondola **(32.2.9D)**.

COMMENT #: 3785
DATE: 7/23/21 9:12 PM
SOURCE: Website
NAME: Christopher Rimer

COMMENT:

As a frequent visitor to Alta and Snowbird, I would welcome a transit option that is 100% reliable. This gondola would assure access to the canyon and encourage the use of shuttles without needing to drive up the canyon.

The design allows for access year round and I find this particularly appealing for visiting the resorts without the need for a car.

I see this as a long term environmentally sustainable solution that would only add to the appeal of visiting Utah. And as a visitor I would gladly pay for access.

There are so many ways this investment pays back taxpayers and residents - I hope you can find the resources to make this possible. **(32.2.9D and 32.2.7A)**

I look forward to supporting the use of the gondola.

COMMENT #: 3786
DATE: 7/23/21 9:14 PM
SOURCE: Website
NAME: Jyrki Mattila

COMMENT:

In my view this plan is superior to any other I've seen so far. The Condola project encompasses true forward thinking, not just reacting to an issue at hand but going ahead of it. I will whole heartedly support this plan and am willing to put my money where my mouth is. I love Alta and Snowbird and their Canyon and would do anything to preserve those as is for my grand children and their children to experience and enjoy. **(32.2.9D)**

COMMENT #: 3787
DATE: 7/23/21 9:57 PM
SOURCE: Website
NAME: Evan Thomas

COMMENT:

the bus solution is clearly a better option than the gondola! listen to the people! **(32.2.7A)**

COMMENT #: 3788
DATE: 7/23/21 10:51 PM
SOURCE: Website
NAME: Karen Martin

COMMENT:

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

COMMENT #: 3789
DATE: 7/23/21 11:25 PM
SOURCE: Website
NAME: Dina Freedman

COMMENT:

No to the gondola, it will only move the traffic problem to the neighborhoods even more! **(32.2.9D and 32.2.6.5E)** Why not have tolling for awd drive cars on Saturdays for \$50 a car and make the bus free or very low cost. **(32.2.9A and 32.2.4A)** If buses run every five minutes from several lots spread out, it would be way better! Bus from actual areas where people live like downtown, sugarhouse or Holladay. **(32.2.2I)** We need a more efficient system that serves others like back country skiers and hikers. **(32.2.6.3C)** And buses should be direct to whatever area people visit like snowbird OR alta, not make a billion stops at both. The snowbird bus should only stop at one base stop, people can shuttle from there to hotels. Same with Alta. **(32.2.6.3N)**

COMMENT #: 3790
DATE: 7/23/21 11:26 PM
SOURCE: Website
NAME: David McEntire

COMMENT:

This idea is spot on. Not only will it reduce traffic, preserve nature, and increase safety but there is a certain magic and allure when traveling the mountains in a gondola. **(32.2.9D, 32.7C, and 32.13A)**

COMMENT #: 3791
DATE: 7/24/21 12:13 AM
SOURCE: Website
NAME: Alyssa Warner

COMMENT:

There is more to the canyon than the ski resorts. There needs to be an option that makes all that the canyon has to offer accessible. Not just a profitable winter sport. **(32.1.2D, 32.2.7A, and 32.7C)**

And why not start with bus service in the canyon as is, then re-evaluate in a few years? Much easier and less expensive to implement now, and will provide valuable data for larger, permanent, more expensive solutions later. **(32.2.9A)**

COMMENT #: 3792
DATE: 7/24/21 12:54 AM
SOURCE: Website
NAME: Anthont DaSilva

COMMENT:

#1 option would be an electric rail system thru a tunnel in the mountains. **(32.2.2C and 32.2.2Q)** Europe does it, so could we. It would be low environmental impact minus the rock drilling, wont obstruct views, & can reroute the traffic away from the canyon to a parking area to board the train. PLEASE no gondola. **(32.2.9E)** It seems like a really cool idea at first, but there are so many problems with it. Ruined views, **(32.17A)** closures due to wind & avys, & now something about no bikes allowed? **(32.2.6.5K and 32.2.6.5I)** It seems like that option only serves the resorts. **(32.1.2B and 32.2.7A)** Widening the road for the enhanced bus system lane isnt the best idea but its not the worst idea either. I suggest we do both an enhanced bus system, remove all IKON/Mountain collective/etc passes from ski resorts. **(32.2.2K)**

COMMENT #: 3793
DATE: 7/24/21 3:32 AM
SOURCE: Website
NAME: Annette Knight

COMMENT:

Salt Lake County - busses/widen road. Serves more public, not just private entities, less visual impact to a beautiful space. **(32.2.9B and 32.17B)**

COMMENT #: 3794
DATE: 7/24/21 7:04 AM
SOURCE: Website
NAME: Romina Boccia

COMMENT:

As a resident of Cottonwood Heights (SLC) who is a season pass holder at Snowbird and a regular hiker and climber in LCC, I support the gondola option. It's above the traffic, and environmentally friendly, less expensive than bussing over the long run and much more scenicmaking LCC an even bigger attraction for tourists and locals alike. I hope it will also run in the summer so folks can get safely up and down from the Oktoberfest. **(32.2.9D and 32.2.6.5F)**

COMMENT #: 3795
DATE: 7/24/21 7:31 AM
SOURCE: Website
NAME: John Strohmeyer

COMMENT:

Both options are flawed. Gondola only serves the interest of the ski resorts, it will be an eyesore and we cannot go back once it's built. **(32.1.2D, 32.2.6.5A, 32.2.7A, and 32.17A)** Expanding the road compromises recreation and parking along the canyon. **(32.4B)** This is a capacity problem above all else. A better, more practical solution would be to operate like ZNP, and only allow buses up the canyon during the busy ski season. **(32.2.2B)**

COMMENT #: 3796
DATE: 7/24/21 7:50 AM
SOURCE: Website
NAME: Jonathan Cooke

COMMENT:

Please don't use my tax dollars to build a gondola for Alta, Snowbird, and La Caille. **(32.2.7A and 32.2.9E)**. I moved here from thousands of miles away to use the canyons for hiking, Backcountry skiing, and mountaineering. I've bought multiple houses here and I don't want my tax dollars going to making alta and Snowbird more money. **(32.2.7A)** If you build a gondola you'll remove access for me to a resource I moved here for. **(32.4G and 32.7C)** I'll be selling houses and moving if that's the case

COMMENT #: 3797
DATE: 7/24/21 8:37 AM
SOURCE: Website
NAME: Matthew Costa

COMMENT:

This is an awful idea based on greed masked by sustainability. **(32.1.2D and 32.2.7A)** Want to reduce traffic in the LCC? Have the Powder Mountain plan with limiting how many people can be at Alta and Snowbird. **(32.2.2K and 32.2.4A)** It'd be a better experience in general. Don't ruin the natural beauty of the hikes, streams, etc by putting a Gondola overhead to satisfy the greed of some corporations. **(32.17A and 32.13A)**

COMMENT #: 3798
DATE: 7/24/21 9:16 AM
SOURCE: Website
NAME: Jake N

COMMENT:

The ski resorts should try no lkon pass before anything else changes. (32.2.2K)

COMMENT #: 3799
DATE: 7/24/21 9:34 AM
SOURCE: Website
NAME: Evan Tobin

COMMENT:

I own an Alta Business and also owned a condo in Alta for over twenty years. I try and ski at least part of the day over 100 days a year and recreate in the canyons during the summer as well. I work around the traffic and can typically avoid major delays by being smart and not going up or down the canyon at the worst possible time.

That said, the public transportation options only seem to run at the worst possible times! I do not think the bottlenecks at the worst times, sometimes caused by the busses, justify spending over half a billion dollars for either of these alternatives. **(32.1.2D and 32.7C)** If I had to choose between these two alternatives, I would definitely choose the road expansion with expanded bus service. **(32.2.9B)** That said, what contractual guarantees will we get from UTA or whoever runs the gondola, that they will actually run this 1/2 billion dollar investment? **(32.2.6.5Q)** Current regular bus service runs less than 4 months of the year and it doesn't run when it's needed the most. **(32.2.6.3K and 32.2.6.3N)** What I would like to see is UTA run the current bus service longer hours and all year long. I do not understand why they only run the busses when the traffic is worst. I avoid the red snake by going down after apres ski. Many people would do the same on public transportation if the busses ran later. The busses need to run till midnight. We have the busses yet they stop at 6 or 7 pm when the traffic is worst. **(32.2.6.3N)** This forces people to use their cars. I think before you commit 1/2 billion of public funds, you should try the simple solution of running the current busses more. **(32.2.9A)** If people had reliable, buses that ran all day long, they wouldn't be forced to use their cars. Start with building the parking garages @ 9400 & highland and the gravel pit and actually run the busses the entire ski season and all day long, hopefully all year long. If even only one bus every hour. People will not abandon their car in the valley if they don't have a guaranteed way to get back to it if they decide to wait out the traffic. **(32.2.6.2.1C)**

It's a simple experiment and could save 1/2 billion dollars! The investment in Frontrunner to Provo cost billions and UTA refuses to run it on Sunday, ever! Is the Gondola going to be a similar waste of public funds? **(32.2.7A)** What guarantees are their that UTA or anyone will even operate it in the spring, fall or summer? **(32.2.6.3C)**

I have read all the reports and I see no level of service guarantees and I also see absolutely no mention of how the operations will be funded. **(32.7B, 32.7C, and 32.2.7A)** Will there be a daily use fee for the gondola or busses? **(32.2.4A)** Will the ski areas or ikon include it with the ski passes? **(32.2.4A)** The budget in the EIS talks about operational costs but no mention of how that will be funded. It makes a huge difference if it's free or \$5 a ride or \$100 for a Disneyland gondola ride up the canyon!

I propose trying to run free busses on a year round 24/7 schedule for a few years and observe the traffic changes. **(32.2.4A)** If people had incentive not to take their cars, a half a billion dollar investment could be avoided! Yes, the busses would run more frequently during winter and the busiest times, but they need to run reliably other times as well so there is always a public transit alternative!**(32.2.6.3C)** I believe there is currently one bus a day going up and down every day, year round, but it's not documented or on any schedule! It's an employee bus and You can't even find out when it runs by calling! That is ridiculous! This is supposed to be public transportation, not a service run for ski area employees only! This is a corrupt practice any way I look at it! Total abuse of the public!

I want answers and nobody is accountable! Where can I get these answers? **(32.29V)**

COMMENT #: 3800
DATE: 7/24/21 9:41 AM
SOURCE: Website
NAME: Michael Van Hatten

COMMENT:

I am really not sure if the gondola is what is best for LCC. My biggest issue with it is safety/ emergency situations. I don't want to get stuck half way up LCC in a Gondola with 29 other people. 60ft or more off the ground. Imagine how long the evacuation will take. Seems dangerous. **(32.2.2K)** Also if you are putting gondolas bikes have to be allowed. Not only does Snowbird having MTB trails but the Forrest service has never had issues with bikes in gondulas on other NFS property (JHMR), besides what is the use a public transportation system if the public can't use it for one of the most common forms of alternative travel??? **(32.2.6.5I)**

COMMENT #: 3801
DATE: 7/24/21 9:51 AM
SOURCE: Website
NAME: Denise Stueber

COMMENT:

Please use the enhanced bus service for Little Cottonwood Canyon. The gondola will not see local use. Local skiers will use the bus system as well as the tourist skier. **(32.2.9A and 32.2.4A)**

COMMENT #: 3802
DATE: 7/24/21 10:21 AM
SOURCE: Website
NAME: Susan Zinder

COMMENT:

Excellent! Let's get this done! **(32.29D)**

COMMENT #: 3803
DATE: 7/24/21 10:43 AM
SOURCE: Website
NAME: Amy Breckenridge

COMMENT:

I think this sounds fantastic! My daughter lives in Utah and skis. Please make it affordable for kids in college or just out of college. **(32.29D and 32.2.4A)**

COMMENT #: 3804
DATE: 7/24/21 10:55 AM
SOURCE: Website
NAME: Michael Anderson

COMMENT:

I support a Tram. I am a resident of Millcreek. Tram would be best all-around solution **(32.2.9D)**

COMMENT #: 3805
DATE: 7/24/21 11:13 AM
SOURCE: Website
NAME: Grant Howard

COMMENT:

Tram! No other option will fix the main problem of too many cars **(32.2.9D)**

COMMENT #: 3806
DATE: 7/24/21 11:19 AM
SOURCE: Website
NAME: Chris Allison

COMMENT:

When I moved to Salt Lake over 35 years ago I soon found out why there was an SEC office here. The corruption is unbelievable and unmistakable. We the taxpayers are going to pay for a monstrosity to support a few businesses. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It's just wrong. Limit the number of ski passes and your problems are over. **(32.2.2K and 32.2.4A)** Look at Deer Valley. How many days in 365 are the canyons a problem? **(32.1.4D)** Not enough to ruin the scenery with a monstrosity that is being suggested by UTA and it's backers. **(32.17A and 32.17B)** There's money flowing under the table here and it just shows Utah's underbelly.

COMMENT #: 3807
DATE: 7/24/21 1:27 PM
SOURCE: Website
NAME: Anita Brassart

COMMENT:

As long as Alta limits the number of skiers on the slopes does not increase , I think the gondola is a great idea **(32.20C and 32.2.9D)**

COMMENT #: 3808
DATE: 7/24/21 1:29 PM
SOURCE: Website
NAME: James Combs

COMMENT:

Embrace the Gondola. **(32.2.9D)** We should not widen the roads, as there will be plenty of drivers who will just use the bus lane for their own personal use and it will have the unintended effect of encouraging more cars in the canyon. **(32.1.2B, 32.2.4A, and 32.2.6.3B)** Keep the road as it is and find alternatives to driving. Gondola or train is the way to go. **(32.2.9D and 32.2.9F)**

COMMENT #: 3809
DATE: 7/24/21 3:06 PM
SOURCE: Website
NAME: Christopher Wilde

COMMENT:

The Gondola is not the answer to the traffic woes afflicting LCC. **(32.2.9E)** The canyons have become more and more popular. Unchecked development and ski passes such as Epic and Ikon added to the effect. As a backcountry skier, I'd seen more and more skiers in places I normally don't see skiers. The traffic is different since the inception of these passes at the resorts in both BCC and LCC. Buses and additional lanes will be much more environmentally conscientious overall and cost less. Go with that option please. **(32.2.9B)**

COMMENT #: 3810
DATE: 7/24/21 3:34 PM
SOURCE: Website
NAME: Yesayi Manukyan

COMMENT:

Please build the gondola **(32.2.9D)**

COMMENT #: 3811
DATE: 7/24/21 4:33 PM
SOURCE: Website
NAME: John Kennington

COMMENT:

Comments: 210 EIS

-First I would like to thank all the participating agency partners like UDOT, USFS, CWC, etc. for all the time, care and work put, so far, into solving the traffic and other problems in the fragile ecosystems of the Wasatch Canyons. I would also like to thank you for the opportunity to comment on this most important process.

-Having listened to the public comments from the 7/13 and 7/20 public meetings, but not having perused the 124 original proposals for this road, I realized a question as to why the public should be asked to throw more than 1/2 \$Bn money at a problem that only occurs 15 to 30 mornings per year, when maybe less intrusive measures may be adequate to moderate the problem. The two preferred alternatives will indelibly alter this fragile resource (LCC) forever, and there will be no going back to the original ambiance of the LCC, once one of the two preferred alternatives is implemented. As several have commented, maybe there are alternate, less invasive measures that can easily be taken first, to mitigate traffic problems, that may require less intense and costly additional measures than those proposed. After a test/pause period, maybe less invasive, additional measures can be taken to see if they can solve the problems. If those are not adequate to solve the problems, then the original preferred alternatives may be revisited. The idea is to ensure that less invasive measures won't work before implementing the much more invasive and expensive presently 'preferred' alternatives. The final designs should be to match the recreational capacity of the canyon, as determined by the study, as the solution to the supposed problems. As such, I would propose to:

-Pause the 210 EIS for 2-3 winter seasons, and implement the following measures immediately, and then see how much new infrastructure is needed beyond that, to meet the need to move folks into LCC:

-Only on the weekends, Fridays and powder day mornings during the ski season implement tolling and prohibit single occupancy vehicles in the canyons. Require resort employees to ride busses to work, to take vehicles off the roads. **(32.2.2Y and 32.29R)**

-Stringently enforce the snow tire regulations at the mouths of both canyons. **(32.2.2M and 32.2.4A)**

-Increase bus funding for providing busses more often, and subsidize fares for non-ski resort pass holders to "change skiers behavior towards bus usage. **(32.2.9A and 32.2.4A)**

-Encourage car pooling by installing slug lanes. **(32.2.4A and 32.2.2KK)**

-Reduce the max speed on Wasatch Bl. to 35 or 40 mph to reduce the vehicle back-up entering the mouth of LCC. **(32.2.6.2.2A)**

-Concurrent to this pause perform a capacity study for the maximum people to allow in the Canyons for recreational purposes. The study will determine the threshold of about how many people to allow at different locations before the recreational experience will be seriously eroded. The current de-facto limiting feature of autos and people in the canyon of the number of available parking spaces will be gone after mass transit becomes more common. Some other maximum limit must replace the parking space standard. This is one of the CWC Pillar principles for Wasatch Canyon transportation improvements. **(32.20B)**

-After these pause measures are implemented for 2-3 ski seasons, then design the additional infrastructure needed to fill the canyons to the theoretical maximum capacity allowable for an enjoyable recreational experience. At this point we could be sure that the additional infrastructure would be truly needed, before the Canyons would be forever indelibly impacted. These mitigating measures should be continued as a part of the final solution to the traffic and capacity issues. The CWC Pillar principle of determining the changes for both BCC and LCC should be determined before any final decisions and designs are settled, or construction is initiated. **(32.20B and 32.1.2B)**

-Some additional miscellaneous comments please:

-In any event, the proposed Gondola B alternative is too invasive to the view shed and ambiance of the Canyon. **(32.17A)** This proposal is many years too late to be effective. By the time it is built the combination of high lift ticket prices and shortened snow seasons will have reduced the interest in resort skiing such that the gondola will become an artifact of a bygone era. **(32.2.2E)**

-The road designs for Wasatch Bl. and the 210 above the Hi-T intersection should be coordinated to minimize disruption and maximize safety of the neighborhoods and be roughly matched to minimize transition issues for traffic between the two **(32.2.6.2.2A)**.

-The 1500 car parking garage located at the lower gondola terminal will only serve a portion of the population of the "skiers for which it's intended. Once the garage is full, and the remainder population goes through the 2-3 mass transit transfers needed to get onto the gondola, they will do that only once, and thereafter the gondola will go underutilized. On powder days, much of the traffic may not be able to reach the lower gondola terminal due to traffic back-ups **(32.2.6.5E and 32.2.4A)**.

-The gondola serves only resort skier users of the Canyon and a limited number of commercial interests of the canyon (the ski resorts). **(32.1.2D and 32.2.7A)** If this alternative is chosen, those interests should pay most of the costs to construct and operated it. The gondola will not serve the other recreational users of the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

-The reliability of the gondola has been overstated. It will not run under a high wind condition or when a lightning condition is present. It would be halted during very heavy snow and icing conditions for safety. It will not run when artillery is used to clear hazardous snow conditions, and it then must be further inspected for damage before re-startup is allowed. In the past it has not run during a lock-down or inter-lodge emergency. **(32.2.6.5K and 32.2.6.5H)**

-The addition of snow sheds over the road will mitigate about 80% of the snow safety problems related to the roadway, greatly increasing its reliability. **(32.2.9K)**

-The addition of a gondola in the LCC as a tourist ride or draw, or as a first portion of a ski-interconnect system is not related to the purpose and need of this project. **(32.1.2B and 32.1.5B)** Based upon the small scale and limited nature of the Canyon area, the Snowbird Tram offers the perfect scale for a tourist experience in that it offers parking, a pleasant base facility experience, a proper, short length of ride to an excellent end point view experience for the tourist. In the small area of LCC no additional gondola experience would be needed. The cost and extended ride time of a canyon gondola would cause a tourist to ride it only once, and not again. What will season ticket holders and non-holders be charged to ride the proposed gondola. **(32.2.4A)**

-This gondola should not be intended to supply the resort needs in Big Cottonwood Canyon by extending it over to Brighton or Solitude. It would not have the capacity and the ride would be too long to be effective. How will these changes in LCC effect BCC? **(32.1.1A and 32.2.2Q)**

-The location of a 1500 car parking garage at the proposed lower gondola terminal would greatly increase traffic on Wasatch Bl., an aspect not wanted "by the local residential neighborhood surrounding this stretch of the boulevard. Siting of this large facility is antithetical to the ambiance of this now semi-rural location and neighborhood. It will also become the nucleus of intense commercial development surrounding it. **(32.2.6.5E, 32.4M, and 32.20H)**

-The road alternative is infinitely more flexible in schedule and routing by the time of day, week and season to be more efficient than the gondola, and better accommodate the target population. It can be made to serve all canyon users. It can easily be adjusted to accommodate all canyon users in all seasons. **(32.2.6.3C)** Construction and budgeting of this alternative can be staged to allow for modification and improvements as time passes. For example, the busses can be gradually electrified and lanes added later if traffic loads increase. **(32.2.6.3D and 32.2.6.3F)**

-The resorts should be made to increase the turning radii at their terminals so that other busses from the local fleets can be used in the canyons. Also these mountain busses can be used in other areas during the off season. The gondola system cannot be used for other purposes. **(32.2.6.3M and 32.2.6.3E)**.

-The road will always be needed to service the canyon and resort infrastructure. That right-of-way already exists and offers the least disruption if modified. The narrow canyon cannot afford another major right-of-way as required by a gondola.

-The criticism that road widening impacts as proposed or, however much is needed after a pause and redesign, is not as severe as commented. The snow sheds will alleviate some of the high side retaining wall requirements; and proper application of a cut/fill road bed balance will minimize the possibly reduced widening requirements after a redesign is implemented when the results of a pause and capacity study are analyzed. **(32.29D)**

-More mobility hubs should be located further from the Canyons and integrated into a regional mass transit system **(32.2.2I and 32.2.6.2.1C)**. Underutilized paved areas should be used like the vacant Shopko and Fresh Market parking lots near the proposed Sandy mobility hub on 9400 So. The parking at the Southtowne Mall and Trax stations could be part of such a system. The parking at the Cottonwood Corporate Center could be utilized on weekends. These could offer stops for busses going straight up to the trailheads and resorts. Various locations in the central and west side Salt Lake Valley could be also part of a regional system. **(32.2.2FF and 32.2.2I)**

-The local population should receive some benefit from this project, like an improved safety margin for pedestrians and bikers on the road during the non-ski season. **(32.9A)**

-A comment period should be offered after the final EIS is issued at some time in the future. **(32.29T)**

-I strongly disagree with the comment that invasive gondola issues are not overdone in Europe. I have also been to Zermatt and the Matterhorn in the Alps, and have observed too many cables and tram towers such that I don't want to see that repeated here.

-Thank you for carefully reviewing my comments on these most important issues.

COMMENT #: 3812
DATE: 7/24/21 4:47 PM
SOURCE: Website
NAME: Stanley Witt

COMMENT:

I think the Gondola is the best option. It gives egress to Alta and Snowbird regardless of most weather conditions all year long. I think it's important, especially for medical emergencies. I imagine it's construction would be a lot less disruptive to traffic on the road as well. Lower, cleaner operating costs. I've been to Zermott Switzerland, where they have a similar gondola. They are fantastic! I'm all in for the Gondola!(32.2.9D)

COMMENT #: 3813
DATE: 7/24/21 4:56 PM
SOURCE: Website
NAME: Bret Charlesworth

COMMENT:

I am in favor of the Gondola. Great idea! (32.2.9D)

COMMENT #: 3814
DATE: 7/24/21 6:13 PM
SOURCE: Website
NAME: Courtney Henley

COMMENT:

Definitely NOT the gondola. What a horrible eyesore and vista destroyer. (32.2.9E and 32.17A)

COMMENT #: 3815
DATE: 7/24/21 6:52 PM
SOURCE: Website
NAME: Ky Cullimore

COMMENT:

Great idea (32.29D)

COMMENT #: 3816
DATE: 7/24/21 7:00 PM
SOURCE: Website
NAME: Mike Gleue

COMMENT:

I want to voice my support for enhanced bus service and against the gondola system. Gondolas do not seem to provide quick enough service for the volume of people who travel the canyon, would be a big drawback to views in the canyon, and can't serve mid-canyon destinations. Bus service has none of the above drawbacks. **(32.2.9A, 32.2.6.3C, 32.2.9E, and 32.17A)**

COMMENT #: 3817
DATE: 7/24/21 8:57 PM
SOURCE: Website
NAME: Jon Parker

COMMENT:

~\$600M is a lot of money that provides a major benefit for the ski resorts, not for the public. The resorts should pay the majority of the expense. **(32.1.2D, 32.2.7A, and 32.7C)**

COMMENT #: 3818
DATE: 7/24/21 9:19 PM
SOURCE: Website
NAME: Julie Smith-Clementi

COMMENT:

I have driven up the canyon at times when the weather changed and snowfall became severe. It was the scariest thing I have ever done. A gondola system would be a blessing. **(32.2.9D)**

COMMENT #: 3819
DATE: 7/24/21 10:59 PM
SOURCE: Website
NAME: Larry Krueger

COMMENT:

I support the gondola and its solution to the current traffic problems and weather issues of little cottonwood canyon. **(32.2.9D)**

COMMENT #: 3820
DATE: 7/24/21 11:48 PM
SOURCE: Website
NAME: David Case

COMMENT:

I think the gondola is a fantastic idea!
Between that and buses, cars should be kept to a minimum!(32.2.9D and 32.2.4A)

COMMENT #: 3821
DATE: 7/24/21 11:57 PM
SOURCE: Website
NAME: Stephen Montgomery

COMMENT:

A gondola based at La Caille would be a traffic and parking nightmare. To many cars trying to park would be a disaster. Especially when the lot gets full. **(32.2.6.3E)** The cost of a fare will be cost prohibitive which will make it under used. **(32.2.4A)** I am a resident that lives on 209 above Wasatch. I think this solution will be worse that what we have now. Busses run from highland and 9400 and the sand pit near the mouth of Big Cottonwood would be a better solution when snow sheds are added. **(32.2.9A)**

COMMENT #: 3822
DATE: 7/25/21 6:31 AM
SOURCE: Website
NAME: Peter Taub

COMMENT:

This is a great thing for the environment and the industry. Let's limit fossil fuels in the salt lake basin.
(32.29D)

COMMENT #: 3823
DATE: 7/25/21 7:32 AM
SOURCE: Website
NAME: Delane Barrus

COMMENT:

A gondola does not limit traffic any more than now. **(32.2.4A)** It just adds to the amount of people pushed up the canyon. **(32.20A and 32.20C)** This is something we will need to deal with in all our canyons at some point. Even if we aren't using taxpayer funds to shuttle them thru the sky to for-profit entities. **(32.2.7A)** That is why we need to look at quality over quantity and consider dilution (on and off days, etc) vs. ways to get more bodies up our canyons. **(32.29D)**

COMMENT #: 3824
DATE: 7/25/21 8:58 AM
SOURCE: Website
NAME: Michael Carbonaro

COMMENT:

This is a sound proposal that serves to protect the environment and allow access. I am supportive of this proposal. **(32.29D)**

COMMENT #: 3825
DATE: 7/25/21 9:29 AM
SOURCE: Website
NAME: Mark Danninger

COMMENT:

I support this project **(32.29D)**

COMMENT #: 3826
DATE: 7/25/21 9:41 AM
SOURCE: Website
NAME: Sam Flitton

COMMENT:

I have used LCC my whole life. A gondola makes the most sense. Widening the road would do nothing to solve the hosts of problems we are facing. **(32.2.9D and 32.7C)**

COMMENT #: 3827
DATE: 7/25/21 9:59 AM
SOURCE: Website
NAME: Jay Pitt

COMMENT:

I vote NO. This would cost too much money and take years to generate the funds back. Busses are more cost effective. **(32.29D)**

COMMENT #: 3828
DATE: 7/25/21 10:03 AM
SOURCE: Website
NAME: Warren Lloyd

COMMENT:

I support the gondola plan as the most environmentally sensitive transportation solution **(32.2.9D)**

COMMENT #: 3829
DATE: 7/25/21 10:18 AM
SOURCE: Website
NAME: Erin Heiser

COMMENT:

I am writing in support of the Little Cottonwood Canyon gondola. I have been recreating in little cottonwood for many years, and understand the traffic and environmental impacts of the canyon. I believe that the little cottonwood canyon gondola would be a great, long term solution to keep the canyon in pristine shape for many generations to come. **(32.2.9D)**

COMMENT #: 3830
DATE: 7/25/21 10:22 AM
SOURCE: Website
NAME: Ross Hinman

COMMENT:

Dear UDOT,

I attended the live and online meetings regarding the solutions proposed by UDOT.

I now believe the only acceptable solution will be the one which limits the number of body's allowed in LCC at any one time. All of the UDOT solutions are trying to find a way to increase traffic from cars, busses and gondola's. **(32.1.2B, 32.20A, and 32.20C)** The only solution is one of environmental caution not extreme use. Once this canyon is used up, you still wil not be happy, and will find a way to develop the entire canyon so it's beauty is lost forever.

Stop this nonsense, the canyon does not belong to you, only the roadway belongs to UDOT.

Your only goal is to enrich the two ski resorts in the canyon, it in fact should be how do we save the canyon from overuse. **(32.1.2B, 32.1.2D, 32.2.7A, and 32.2.9G)**

Ross

COMMENT #: 3831
DATE: 7/25/21 10:29 AM
SOURCE: Website
NAME: John Patterson

COMMENT:

The gondola is clean, smart and appealing. Europe has them everywhere and they run forever. Let's put Utah on the world map. **(32.2.9D)**

COMMENT #: 3832
DATE: 7/25/21 10:38 AM
SOURCE: Website
NAME: Matt Liapis

COMMENT:

5 lane Wasatch Blvd please. It will help traffic year round not just ski season. **(32.2.9Q)**
As a 70+ day skier in LCC I think the resorts are to blame with the IKON pass on this one. **(32.2.2K)**
While I love aerial transport I don't like public money going to a a private issue they can easily fix with restrictions. **(32.1.2B, 32.1.2D, 32.2.2K, 32.2.4A, and 32.2.7A)** I also like the idea of snow sheds to keep the canyon open and reducing money spent on plowing and increased canyon open time.
Shoulder bus lane is a more flexible and cost effective way for funds to be spent. Multiple use is the best use. **(32.2.6.3C and 32.2.9B)**

COMMENT #: 3833
DATE: 7/25/21 11:15 AM
SOURCE: Website
NAME: Brian Bentrude

COMMENT:

I think this would be awesome. I'm a bit concerned about congestion around the parking structure during snow days. Year around use would be spectacular and would draw tourists in the summer. I grew up in East Millcreek and was spoiled by the 70s ease and low cost to ski. But, we can't go back on smart, managed growth. Europe uses these systems all over the Alps, we need to learn from their sustainability. Ever used mass transit in Europe vs US? We've talked ski connect to Summit County for 40 years. It's time to minimize impact on our environment while maximizing opportunities to enjoy our incredible mountains. **(32.29D and 32.1.5B)**

COMMENT #: 3834
DATE: 7/25/21 11:44 AM
SOURCE: Website
NAME: Iuri Mehr

COMMENT:

This is a wonderful idea **(32.29D)**

COMMENT #: 3835
DATE: 7/25/21 11:50 AM
SOURCE: Website
NAME: Lioudmila Krokhmal

COMMENT:

Support gondola! (32.2.9D)

COMMENT #: 3836
DATE: 7/25/21 12:29 PM
SOURCE: Website
NAME: Doug Stone

COMMENT:

The gondola is a terrible option. **(32.2.9E)**

Why not start with a scalable solution with enhanced bus service before permanently altering the views into LCC. **(32.2.9A)**

The current 953 bus schedule is not sufficient and therefore, the concept of increased busses could have not been sufficiently studied. **(32.2.6.3N)**

Snow sheds will make a difference. **(32.7A and 32.2.9K)** As a skier who goes up LCC to Snowbird 150+ times during ski season, there are only 10-20 days where traffic is backed up. **(32.1.4D)** All other days the drive from the mouth to Entry 1 is 10-15 minutes by car or bus. On heavy snow days, SR210 gets shut down in the Canyon during the afternoon. Avalanche mitigation is performed from the top of Gadzoom lift. During that time, the gondola would also have to shut down since projectiles are shot across the Canyon. What are the expected wait times to get down the Canyon on the gondola after the resorts close. There will be 3000+ people trying to get down. Let alone on days with avalanche mitigation during the afternoon. **(32.2.6.5H)** Would only every other gondola car be loaded in Alta to give Snowbird skiers an option to get down? **(32.2.6.5R)** Without stops at Lisa Falls, Tanners, and White Pine, a gondola does not help with the congestion there, especially in the summer. **(32.2.6.5G)**

When avalanche mitigation is performed in the morning, how do you envision that the cars get to the gondola parking, when 210 is backed up all the way to the Swamp lot? **(32.2.6.5E and 32.7A)** How are residents, who live closer to the mouth of LCC than the transfer hub, get up LCC with either option? **(32.7B and 32.7C)** Will the current bus stops along bus route 953 on Wasatch Blvd be kept? **(32.2.6.3N)** Or is UDOT expecting us to backtrack towards BCC (which is not possible due to the backup for that Canyon on heavy snow days) to catch a bus at the Gravel Pit transfer hub? **(32.2.6.3Q)**

As a Cottonwood Heights resident, the widening of Wasatch Blvd. will only invite more cars to use that road for commuting. **(32.2.6.2.2A)** It will also simply push the bottleneck closer to the mouth of the Canyon. **(32.2.6.2.2A and 32.7B)** There should also be concessions made for Cottonwood Heights residents. After all, we live here because of the proximity to LCC. We have to deal with the traffic for that privilege. Hence, giving tourists the same Benefits as residents is frustrating. Thanks for reading my comments.

COMMENT #: 3837
DATE: 7/25/21 12:43 PM
SOURCE: Website
NAME: Emily Nickel

COMMENT:

As a climber, I moved to SLC specifically for the access to local bouldering, little cottonwood canyon in particular. Both road-widening or building a gondola would have an unacceptable impact on the bouldering in little cottonwood (131-141 boulder problems destroyed). **(32.4A and 32.4B)** Aside from eliminating a significant number boulder problems in the canyon, the gondola would not serve the transportation needs of any climbers visiting the canyon and would have a hugely negative visual and noise impact on the climbing experience. **(32.1.2D, 32.2.7A, 32.7C, and 32.17A)** Little cottonwood is a beautiful canyon and I hope you will look into alternatives that better serve everyone who enjoys the canyon, not just ski resorts.

COMMENT #: 3838
DATE: 7/25/21 12:51 PM
SOURCE: Website
NAME: Chase Wood

COMMENT:

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

COMMENT #: 3839
DATE: 7/25/21 12:52 PM
SOURCE: Website
NAME: Jeremy Stoker

COMMENT:

I think one of the biggest development misses in Utah was not creating a base village for little cottonwood canyon recreation access. I think a gondola system would be an incredible way to preserve the canyon and allow a safer experience. The base operation would need significant parking structure to accommodate use ability. **(32.2.9D)**

COMMENT #: 3840
DATE: 7/25/21 12:52 PM
SOURCE: Website
NAME: Hannah Wood

COMMENT:

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

COMMENT #: 3841
DATE: 7/25/21 1:47 PM
SOURCE: Website
NAME: Carolyn Chappell

COMMENT:

Love it do it!!! (32.29D)

COMMENT #: 3842
DATE: 7/25/21 2:24 PM
SOURCE: Website
NAME: Jessica Shields

COMMENT:

Please select the option that minimizes environmental impact and disruption of wildlife...based on my understanding of the proposals this would be the Gondola B alternative. **(32.2.9D and 32.13A)**

COMMENT #: 3843
DATE: 7/25/21 3:23 PM
SOURCE: Website
NAME: Eric Dorsey

COMMENT:

No to the gondola! **(32.2.9E)** Busses are cheaper, more flexible for all canyon users and are faster to implement. **(32.2.9A, 32.2.6.3C, and 32.2.7C)** We do not want the gondola, I have lived in cottonwood heights and go up the canyon weekly for the past 30 years. Listen to the public who are overwhelmingly against the gondola.

COMMENT #: 3844
DATE: 7/25/21 3:28 PM
SOURCE: Website
NAME: Annette Aldous

COMMENT:

I grew up in Utah and return there every year to ski and see family. I strongly support the gondola project as being good for residents, skiiers, and the canyon! **(32.2.9D)**

COMMENT #: 3845
DATE: 7/25/21 3:41 PM
SOURCE: Website
NAME: Arlene Edsall

COMMENT:

I support Gondola plan and base parking etc **(32.2.9D)**

COMMENT #: 3846
DATE: 7/25/21 3:45 PM
SOURCE: Website
NAME: Taylor Lyman

COMMENT:

I am in support of the gondola. I believe the gondola will be less environmentally impactful and more prosperous for citizens and home owners. I think more people will be inclined to use the gondola over a bus as it will be an experience along with a solution to our traffic and air pollution problems. **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 3847
DATE: 7/25/21 3:47 PM
SOURCE: Website
NAME: Carrie Miller

COMMENT:

getting rid of the ikon pass in the canyon might be a solution, how much money does it raise for llc?
(32.2.2K)

COMMENT #: 3848
DATE: 7/25/21 4:02 PM
SOURCE: Website
NAME: Eric Lyman

COMMENT:

I love the idea of the gondola. I have been skiing LC Canyon for 55 years and this option seems to me to be the best longterm solution. The idea of a resort setting will be an attraction in itself. **(32.2.9D)**

COMMENT #: 3849
DATE: 7/25/21 4:41 PM
SOURCE: Website
NAME: Michelle Heiman

COMMENT:

This would be a great thing for the area. **(32.29D)**

COMMENT #: 3850
DATE: 7/25/21 4:50 PM
SOURCE: Website
NAME: Eric Reische

COMMENT:

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

COMMENT #: 3851
DATE: 7/25/21 4:50 PM
SOURCE: Website
NAME: Ash DuMond

COMMENT:

Hello,

I'm a local climber in the SLC area. I've spent so many years climbing in and around the Wasatch range. Little Cottonwood Canyon holds a special place in my heart.

That being said, there are other alternatives to the transit problems that LCC faces every winter. The use of a gondola and/or road widening would severely impact the local climbing. The maps provided to show said impact are not accurate and do not represent all of the climbing areas that would be effected by these changes. **(32.4A and 32.4B)**

I am in strong favor of providing more public transport in lieu of the gondola/road widening. There are plenty of empty lots that could be turned into parking garages (for a reasonable fee; therein helping to pay for the buses) where patrons could park and wait for a shuttle bus to take them up to the resorts. **(32.2.9A, 32.2.4A, and 32.2.6.2.1C)**

Skiers are not the only people who use the canyon for outdoor activities and should not be the only ones thought of when making such drastic changes. **(32.1.2D and 32.4G)**

Thank you for your consideration.

COMMENT #: 3852
DATE: 7/25/21 5:13 PM
SOURCE: Website
NAME: Travis Bauer

COMMENT:

UDOT has spent tons of money on consultants to come up with these 2 options. However UDOT has spent zero effort trying the cheap options to improve traffic issues in LCC. The road has been significantly worse since it was repaved a few years ago. So UDOT spent a ton of money to make the road way worse. There's been no concentrated effort to enforce traction laws. **(32.2.2M)** Simply having more plows in the canyon (especially as the storm starts, not waiting until there's too much snow on the road to and then starting to plow) and salting the road more could improve traffic. **(32.2.2II)** 2 dedicated plows in each bcc and lcc could significantly improve traffic and would cost way less than these proposed solutions. And it would've been really easy to try that instead of the millions spent on consultants. **(32.2.2II)** Ski areas on the west coast impose heavy fines on vehicles in parking lots without proper tires. This has never even been attempted here. **(32.2.2M)** Now UDOT is asking to spend 1/2 a billion dollars when UDOT has done nothing to try and improve the road with cheap solutions. In fact UDOT has just made everything worse and now wants a ton of money. Not at all surprising that 2 Utah politicians own the land for the proposed gondola. **(32.2.2X)** This whole thing smells bad. Total scam that'll ruin the area around wasatch blvd and make the ski resorts even more crowded and less desirable. **(32.2.6.2.2A, 32.20A, and 32.20C)** And of course neither Alta nor snowbird is putting up any money for this. Just a boondoggle for us tax payers to make out neighborhoods even more crowded and less desirable. Leave the road as it is! Plow more!**(32.1.2B and 32.2.7A)**

COMMENT #: 3853
DATE: 7/25/21 5:57 PM
SOURCE: Website
NAME: Corey Feez

COMMENT:

If you desire to improve your know-how simply keep visiting this web site and be updated with the hottest gossip posted here. **(32.29D)**

COMMENT #: 3854
DATE: 7/25/21 5:58 PM
SOURCE: Website
NAME: Dannie Brunner

COMMENT:

I am really inspired together with your writing abilities as well as with the format on your weblog. Is that this a paid subject or did you customize it yourself? Anyway keep up the nice quality writing, it's rare to see a great weblog like this one nowadays. **(32.29D)**.

COMMENT #: 3855
DATE: 7/25/21 6:53 PM
SOURCE: Website
NAME: Bruce Dew

COMMENT:

Gondola is a fantastic solution. I'm a Snowbird season pass holder for 20+ years and this would be awesome to use to get my car off the road. **(32.2.9D)**

COMMENT #: 3856
DATE: 7/25/21 6:59 PM
SOURCE: Website
NAME: Joel Trachtenberg

COMMENT:

For LCC and BCC, I believe enhanced bus service along with tolling both roads is the most logical solution. **(32.2.9A)** This course will not favor the ski resorts. While the ski resorts have value, the intrinsic value of both Cottonwood Canyons far exceed just the resorts. Bus service and tolling will reduce individual car traffic, allow for stops at all trailheads, and be the most nimble when it comes to changes. **(32.2.6.3C and 32.2.6.3D)** Not to mention this approach is far less expensive than a gondola, and would not change the "character" of LCC the way a gondola would. **(32.17A)** Additionally canyon buses can be deployed from multiple locations in Salt Lake Valley as opposed to a central gondola hub which will increase traffic in the La Caille area dramatically. **(32.2.2I and 32.2.6.2.1C)** Lastly any considerations should involve the impact to BOTH LCC and BCC, as frequently people will decide to visit one canyon instead of the other based on traffic conditions. **(32.1.1A and 32.20D)**

COMMENT #: 3857
DATE: 7/25/21 7:17 PM
SOURCE: Website
NAME: Andy Jorgensen

COMMENT:

Frequent Bus Service, Special Lanes, Avalanche tunnels. (32.2.9A)
We don't need an overpriced, overengineered gondola. (32.2.9E)

COMMENT #: 3858
DATE: 7/25/21 8:00 PM
SOURCE: Website
NAME: Gordon Senzer

COMMENT:

I am really intrigued by the gondola solution. I think it would have the least environmental impact and move people into and out of the canyon with the least effort (operating cost). Please give it serious consideration. THanks. **(32.2.9D)**

COMMENT #: 3859
DATE: 7/25/21 8:13 PM
SOURCE: Website
NAME: Doug Christiansen

COMMENT:

Zero emissions, not true, not possible. **(32.10A)** Way too expensive for a problem that will continue to exist. **(32.7B and 32.7C)** When the powder comes so do the skiers. Try adding access through American Fork canyon. **(32.2.2J)** This is an easy way to move traffic to a different canyon

COMMENT #: 3860
DATE: 7/25/21 10:19 PM
SOURCE: Website
NAME: Craig Alexander

COMMENT:

I have been stuck in both a traffic jam as well as avalanche road closures. The gondola would not only solve those issues but would be a major attraction **(32.2.9D)**

COMMENT #: 3861
DATE: 7/25/21 10:57 PM
SOURCE: Website
NAME: Eric Hansen

COMMENT:

I support the Gondola B plan to provide more reliability while servicing both northerners and southerners equally. **(32.2.9D)**

COMMENT #: 3862
DATE: 7/26/21 7:28 AM
SOURCE: Website
NAME: Scott Chandler

COMMENT:

Thank you (32.29D)

COMMENT #: 3863
DATE: 7/26/21 7:46 AM
SOURCE: Website
NAME: William Chandler

COMMENT:

I do not support either option in their current form. The issue affects a small minority of privileged winter sports enthusiasts and wealthy homeowners less than ten days out of the year. **(32.1.4D)** For taxpayers to be spending half a billion dollars for the convenience of this elite group is unfair and immoral. **(32.1.2D, 32.2.7A, and 32.7C)** Any option presented needs to truly enhance the functionality of the overall transit system to improve equitable access to public lands. This includes all users (sightseers, hikers, climbers, skiers, backcountry skiers, etc) for all times of the year to a wide variety of access points (not just businesses that have the opportunity to benefit from this proposal). **(32.2.6.3C)** Any option presented also needs to better address environmental quality in the canyons and throughout the Salt Lake Valley by reducing the number of car trips to the canyon base and up the canyon which reduces negative impacts on air and water quality, as well as flora and fauna indigenous to the canyon. **(32.2.2I, 32.10A, 32.12A, 32.12B, 32.13A, and 32.13B)** Convenient access to the canyon and all trailheads without the use of cars to reduce negative impacts on air, water, and flora and fauna, must take precedent. **(32.2.6.3C and 32.2.2B)**

Lastly, WHAT ABOUT BIG COTTONWOOD? Big Cottonwood Canyon sees equal if not greater traffic congestion on the same winter days, regardless of avalanche conditions. If this is truly a solution to address transportation safety/function, then why has the focus of these efforts only been on Little Cottonwood? **(32.1.1A)**

To reiterate, any solution to the supposed issues around traffic in Little Cottonwood and Big Cottonwood Canyons must holistically improve safe, equitable access to all major areas of the canyon for all users at all times of the year with the emphasis on reducing the number of personal vehicles in the canyons. **(32.2.4A and 32.20D)**

COMMENT #: 3864
DATE: 7/26/21 8:04 AM
SOURCE: Website
NAME: Daniel Cowan

COMMENT:

I would rather pay for going up into the canyon (toll) and have the boulder fields and parking remain. 3-5 bucks a car would make carpool or bus riding common among skiers. I support tolls, I will pay for the climbing access to incredible boulders like surfboard and others. **(32.2.2Y and 32.2.4A)**

COMMENT #: 3865
DATE: 7/26/21 10:09 AM
SOURCE: Website
NAME: Eric Edelman

COMMENT:

I do not support either of these options. They will not improve the flow of traffic in the canyon. **(32.7B and 32.7C)** The gondola will not improve the time of travel as all of the transfers will result in excess time people are not willing to take. **(32.2.4A)** Additionally, the canyon only reaches a maximum capacity of 25 days or so a year. **(32.1.4D)** The destruction to the canyon is not worth the slight improvement either option may offer. **(32.2.9G)**

We need to accept the canyons will be closed or busy several days a year. I would rather see UDOT remove all private vehicles from the canyon and require everyone to take buses. **(32.2.2B)**

I do not support the use of public funds or the giving of public lands to the ski resorts. The resorts should pay for any improvements. **(32.2.7A)**

COMMENT #: 3866
DATE: 7/26/21 10:19 AM
SOURCE: Website
NAME: Lynzie Plant

COMMENT:

As a local skier, I would like to see the Gondola B put in place for this plan. **(32.2.9D)**

COMMENT #: 3867
DATE: 7/26/21 10:35 AM
SOURCE: Website
NAME: Seth Arens

COMMENT:

I support the construction of a gondola in Little Cottonwood Canyon. As a part of this project I hope that enough attention is given to the need for adequate parking at the La Caille station. **(32.2.9D and 32.2.6.5J)** Current bus transit options are SEVERELY limited due to the lack of adequate parking at the existing park and rides. **(32.2.6.2.1C)**

COMMENT #: 3868
DATE: 7/26/21 10:38 AM
SOURCE: Website
NAME: Jayme Wappel

COMMENT:

With canyon closures and planned avalanches, the gondola would keep canyon access available no matter the weather conditions. **(32.2.9D)**

COMMENT #: 3869
DATE: 7/26/21 10:40 AM
SOURCE: Website
NAME: Greg Liles

COMMENT:

Traffic in the surrounding areas to the entrance of the canyon is so frustrating to navigate when the canyon is backed up. I think the gondola will allow locals like me to commute without hassle. **(32.7B and 32.2.9D)**

COMMENT #: 3870
DATE: 7/26/21 10:41 AM
SOURCE: Website
NAME: Jackson Waetchler

COMMENT:

Navigating the canyon in my car in the winter can be really scary. I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus or driving my car. **(32.2.9D)**

COMMENT #: 3871
DATE: 7/26/21 10:43 AM
SOURCE: Website
NAME: Maddie Hall

COMMENT:

Taking a gondola to and from the Oktoberfest would take away all the stress of worrying about driving and allow me to more fully enjoy myself with my friends **(32.2.9D)**.

COMMENT #: 3872
DATE: 7/26/21 10:45 AM
SOURCE: Website
NAME: Tanner Forbes

COMMENT:

The gondola is the best choice, no question. Its safe, fun, and allows people like me who hate driving in narrow canyons, to enjoy the activities up the canyon. **(32.2.9D)**

COMMENT #: 3873
DATE: 7/26/21 10:47 AM
SOURCE: Website
NAME: Carson Tueller

COMMENT:

The inaccessibility of the canyon is really frustrating for people like myself who have a disability. As someone who is in a wheelchair, it is very difficult to navigate outdoor activities and driving. To me, the gondola seems like the perfect solution that allows me to feel safe and enjoy activities I haven't been able to enjoy before. **(32.2.9D)**

COMMENT #: 3874
DATE: 7/26/21 10:48 AM
SOURCE: Website
NAME: Megan Haley

COMMENT:

Utah deserves the cleanest air and water possible and that is why I support the gondola. Simply put, a gondola is the best thing for Utah as a whole. **(32.2.9D, 32.10A, 32.12A, and 32.12B)**

COMMENT #: 3875
DATE: 7/26/21 10:49 AM
SOURCE: Website
NAME: Terica English

COMMENT:

The reliability of a gondola makes it easier to plan a day around skiing, hiking, or rock climbing. That is so important to me as a mother of 6 when my life is already hectic and crazy. **(32.2.9D)**

COMMENT #: 3876
DATE: 7/26/21 10:50 AM
SOURCE: Website
NAME: Caleb Jenson

COMMENT:

Utah's air quality is terrible. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. **(32.10A, 32.2.4A, and 32.1.2B)**

COMMENT #: 3877
DATE: 7/26/21 10:53 AM
SOURCE: Website
NAME: Lauren Wilcox

COMMENT:

As a mother of two young girls, and my husband being in the military, I frequently have to take on activities alone. Sometimes it is too much to attempt to do by myself so I don't go out at all. A gondola opens those options and opportunities for me. **(32.2.9D)**

COMMENT #: 3878
DATE: 7/26/21 10:56 AM
SOURCE: Website
NAME: Shelby Tagge

COMMENT:

As a Utah videographer, dancer, and filmmaker I have issues navigating travel with the groups I travel and film with. The gondola is the perfect way around this issue for me. Please choose the gondola!
(32.2.9D)

COMMENT #: 3879
DATE: 7/26/21 10:59 AM
SOURCE: Website
NAME: Ryan Armstrong

COMMENT:

As an advocate for the earth and global warming, any choice but the gondola will do more harm for the habitat, surrounding area, and the air quality in Utah. **(32.13A, 32.13B, 32.10A, 32.17A, and 32.17B)**
The gondola is the ONLY choice with the smallest impact on the surrounding area and our earth.
(32.2.9D)

COMMENT #: 3880
DATE: 7/26/21 11:24 AM
SOURCE: Website
NAME: Amalia Caamano

COMMENT:

How much snow will fall in the Wasatch in 2050? According to this study (<https://arc.lib.montana.edu/snow-science/item/421>) not nearly as much as today. Why are we considering spending millions of dollars and destroying a beautiful canyon to improve traffic in 2050 when there will hardly be any snow by that point anyways? This makes me want to leave Utah for good. (32.2.2E)

COMMENT #: 3881
DATE: 7/26/21 11:26 AM
SOURCE: Website
NAME: Nathan Hofmeister

COMMENT:

The gondola and enhanced bus service as described are not solutions that I am in favor of. **(32.2.9E and 32.2.9C)** Please consider an option based on limiting private traffic combined with enhanced bus service without widening the road. **(32.2.9A)** A toll booth and enhanced parking at the mouth of the canyon is the best solution, in my opinion. The toll booth could require a full vehicle and a toll to drive up the canyon. If the car is not full or a resident that lives in the canyon, they should be directed to park and take a bus. The buses would use the road as is but would be more efficient given the reduced traffic from the toll booth. The toll booth should include an integrated parking structure capable of making the parking option quick and efficient. **(32.2.4A and 32.2.6.2.1C)** The initial upfront cost would include the toll booth/parking structures but would not require replacing the bus fleet which could be done overtime as buses age and are replaced. The buses could service other stops than the 2 ski resorts which will please all users of the canyon and will not require widening the road or construction which will damage the ecosystem in the canyon. **(32.2.6.3C)**

COMMENT #: 3882
DATE: 7/26/21 12:25 PM
SOURCE: Website
NAME: Nicolas Metzler

COMMENT:

In my experience (driving to Snowbird for the last 4 ski seasons and skiing 20-30 days/season) traffic is largely caused by road closure for avalanche mitigation/clean-up. **(32.1.4D)** So it seems to me that the emphasis should be on reducing those closure times. **(32.7A)**

As such, the plan to include a gondola makes zero sense to me. **(32.2.6.5Z)** I can't see a situation where it meaningfully removes a number of drivers from the road since parking and taking the gondola would be slower than simply driving on a normal day. **(32.2.4A)** More importantly, it suffers from the exact same closures as the road i.e. not active during avalanche mitigation (according to the EIS infographics). I imagine that it would need to be closed for wind with relative frequency (similar to Snowbird's tram) which also would reduce some utility (i.e. ignores adverse road conditions) on the days with the weather that brings people into the canyon. **(32.2.6.5K)** It was brought up at the zoom openhouse that the gondola would cost in excess of \$20/trip which is not a feasible commuter/day-use option and seems to me that it would only be of use for people staying at the resorts. All-in-all it seems like an unwise investment of tax-payer dollars. **(32.2.4A and 32.2.7A)**

My experience driving to Snowbird this past season where the resort implemented parking reservation (and Alta reported when the lots were full) was that these measures largely eliminated traffic. I think that non-construction options like these (and the ones being implemented this year by Alta/Snowbird) should be evaluated empirically before a decision that permanently changes the canyon is chosen. I think avalanche sheds are a prudent idea regardless. **(32.2.2K and 32.2.4A)**

COMMENT #: 3883
DATE: 7/26/21 1:03 PM
SOURCE: Website
NAME: Jeffrey Davis

COMMENT:

Gondola is a great idea. Charge nothing or next to nothing to ride the Gondola and charge a fee for driving up the canyon instead. **(32.2.9D and 32.2.4A)**

COMMENT #: 3884
DATE: 7/26/21 2:02 PM
SOURCE: Website
NAME: Tim Harrington

COMMENT:

I approve. Great idea **(32.29D)**

COMMENT #: 3885
DATE: 7/26/21 2:40 PM
SOURCE: Website
NAME: Sue Squire

COMMENT:

I am so upset that UDOT would consider a gondola and a huge parking garage at the base. **(32.2.9E)**
This would destroy the beauty of the canyon and why everyone wants to be there in the first place.
(32.17A) We already have plenty of empty mall space. why enrich developers that just want to put in
another one? **(32.1.2B, 32.1.2D, and 32.2.7A)**

COMMENT #: 3886
DATE: 7/26/21 2:41 PM
SOURCE: Website
NAME: Rebecca Slimming

COMMENT:

Hi All,

I am a current resident of the Town of Alta, and a year-round employee at Alta Lodge.

After doing a significant amount of reading, educating and discussing amongst fellow LCC residents and employees, I've come to realize my civic and environmental duty by commenting on these proposals.

I think, if money weren't an issue, none of this would be happening. It's bad for the environment, pretty much anyway you slice it. Widening the road, more pollution from more vehicles, building a gondola, letting more people up to strain resources are all pretty detrimental to the environment **(32.10A, 32.13A, and 32.13B)**. Good for business sure, but terrible for the ecosystems and climate of our canyon. Which always seems to be the case when corporate America is taking over local businesses and towns.

My two cents is to allow people to enjoy the ski resorts and terrain as it is, without changing too much. Don't widen the road. Don't build a gondola. **(32.1.2D, 32.2.7A, 32.2.9B, and 32.2.9E)**

Instead, stop allowing private vehicles up the road (it's dangerous for them in the winter, anyway!). Invest in electric buses that have the capacity to ferry people up and down at a reasonable time and capacity. **(32.2.2B and 32.2.6.3F)** I think snow sheds for this purpose are reasonable, especially to prevent bus crashes and slow downs cause by too much snow/avalanches. **(32.2.9K)** Additionally, to allow employee vehicles up if they are unable to catch a bus and need to get to work (employee shuttles could also be an option). At least for the winter, we all know the summer ballgame is a bit different.

Sure, maybe corporate Alta and Snowbird think this won't be enough business for them. But they're not the ones paying for this. We are. I am. And I am certainly not ok with destroying the environment so companies that don't care about me or this planet can profit. Don't destroy the environment as a trade encourage more people to come up here (to further strain the ecosystems and their environments). **(32.1.2D, 32.2.7A, and 32.7C)**

What's the point in expanding the road or building a gondola if, by the time it's done, LCC isn't the best place for skiing anymore. If that impact on the climate changes the snow fall and density. People aren't going to utilize those services if there's nothing up there to ski. And then it really all will have been a waste and for something. **(32.2.2E)**

I know everyone that works for Udot has thought about his in great detail and that you'll know more about it than I ever will, but for once I wish the environment would win over corporations. You have the opportunity to make that happen. To choose the ethical and moral thing to do. By stopping private vehicles up. By forcing people to carpool via public transit. **(32.2.2B and 32.2.2L)** To change the game. Please protect this national forest. Protect the Town of Alta's integrity and its residents.

Thank you for listening,
Becky

COMMENT #: 3887
DATE: 7/26/21 2:44 PM
SOURCE: Website
NAME: Rebecca Roberte

COMMENT:

Please don't put a gondola in the canyon. It seems to only benefit the resorts. **(32.2.9E, 32.1.2D, 32.2.7A, and 32.7C)** It will destroy boulders, natural beauty, and it is unnecessary!**(32.4B and 32.17A)** Backcountry users will not be able to take it because it won't stop at backcountry access points nor will it run early enough (avalanche danger increases around 7am) so many people ski from 4am-7am and are out of there by the time resorts open anyways. **(32.1.2D, 32.2.4A, and 32.4G)** This will not help any other canyons and is not a solution to the overall climate issue in the Salt Lake City area. My solution would be to leave it as is and to have the resorts not participate in Icon. **(32.2.2K)** The solution of destroying the canyons natural beauty for profit is sad to everyone.

COMMENT #: 3888
DATE: 7/26/21 2:58 PM
SOURCE: Website
NAME: Taylor Brody

COMMENT:

Both of these options do not work. Please create a real solution that takes into account the possibility of opening new terrain, helping backcountry users, employees, controlling the amount of people that enter the canyons, alternative routes into skiable terrain and not simply using taxpayer dollars to increase revenue for only two ski resorts. **(32.1.2B, 32.2.4A, and 32.2.7A)**

COMMENT #: 3889
DATE: 7/26/21 3:19 PM
SOURCE: Website
NAME: Daniel Goodman

COMMENT:

The concept that widening the Little Cottonwood Canyon road will reduce road congestion, reduce vehicle backups, and "improve peak-hour per-person travel times" is not well thought out and ignores everything we know about what happens when we widen roads or add more roads. **(32.2.4A, 32.7C, and 32.20E)**

As it turns out, widening roads simply leads to induced demand, which has three central causes: current residents will drive more, more industry crops up in the area thereby increasing the number of drivers, and new residents flood the area. All of these factors lead to the road being just as congested as it was before or even more congested.

There's a great paper on the subject which can be found here: <https://www.nber.org/papers/w15376>
(note from UDOT reviewer, article is below this email)

In fact, narrowing a road is much more likely to ease road congestion than widening a road is. As it turns out if there is less room, fewer people want to use the road.
(<https://www.newscientist.com/article/mg15721180-200-roadblocks-ahead/>)

(Note from UDOT reviewer, article is below this email)

It's absurd that no one has considered this fact up until this point. Especially considering that Salt Lake City is supposed to grow by more than double by 2050. **(32.7F)**

Why instead do we not move to time-tested approaches of making people pay fees to drive on the road during peak hours? **(32.2.4A)** A flat fee is charged for part of the day which increases during hours of peak usage. This has actually been shown to work in reducing road congestion in many cities around the world. And for those non-peak hours? The road stays free. **(32.2.4A)**

Please actually take the time to look into another plan that hasn't been shown time and time again to be ineffective and ill-advised.

NBER WORKING PAPER SERIES

THE FUNDAMENTAL LAW OF ROAD CONGESTION:
EVIDENCE FROM US CITIES

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The Fundamental Law of Road Congestion: Evidence from US cities
Gilles Duranton and Matthew A. Turner
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ABSTRACT

We investigate the relationship between interstate highways and highway vehicle kilometers traveled (VKT) in US cities. We find that VKT increases proportionately to highways and identify three important sources for this extra VKT: an increase in driving by current residents; an increase in transportation intensive production activity; and an inflow of new residents. The provision of public transportation has no impact on VKT. We also estimate the aggregate city level demand for VKT and find it to be very elastic. We conclude that an increased provision of roads or public transit is unlikely to relieve congestion.

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1. Introduction

We investigate the effect of lane kilometers of roads on vehicle-kilometers traveled (vkt) for different types of roads in us cities. For interstate highways in the densest parts of metropolitan areas we find that vkt increases in exact proportion to highways, confirming the ‘fundamental law of highway congestion’ suggested by Downs (1962, 1992). This relationship also approximately holds for other important roads in dense areas and for interstate highways in less dense parts of metropolitan areas. These findings and others in the paper imply something broader than Down’s law, a law of road congestion that applies to highways and major urban roads in metropolitan areas. In turn, this suggests that increased provision of highways and major urban roads is unlikely to relieve congestion of these roads.

Our investigation is of interest for three reasons. First, an average American household spent 161 person-minutes per day in a passenger vehicle in 2001. These minutes allowed 134 person-km of auto travel at an average speed of 44 km/h. Comparison with corresponding data from 1995 show that the time spent on routine household travel increased by 10% in only six years, while distances remained constant. Multiplying by the number of households in the us and any reasonable dollar value of time, we see that society allocated billions of dollars more to traffic congestion in 2001 than in 1995. That Americans rank commuting among their least enjoyable activities (Krueger, Kahneman, Schwarz, and Stone, 2008) confirms our suspicion that the costs of congestion are large. To the extent that these resources could have been better allocated, understanding congestion and the effect of potential policy interventions is an important economic problem.

Second, traffic is of considerable interest to policy makers, and given the high costs of traffic and road infrastructure, transportation policy should be based on the careful analysis of high quality data, not on the claims of advocacy groups. Unfortunately, there is currently little empirical basis for accepting or rejecting the claims of the *American Road and Transportation Builders Association* that “adding highway capacity is key to helping to reduce traffic congestion”, or of the *American Public Transit Association* that without new investment in public transit, highways will become so congested that they “will no longer work”.¹ We find that our data does not support either of these claims.

¹The quote from the APTA is at www.arta.com/government_affairs/artaatest/documents/testimony060921.pdf. The quote from the ARTBA is harder to find and occurs in an undated flyer which is no longer available on their website, <http://www.artba.org/>.

Third, with the increasing certainty of global warming comes the need to manage carbon emissions. According to the us Bureau of Transportation Statistics (2007, chapter 4) the road transportation sector accounts for about a third of us carbon emissions from energy use. Understanding the implications for vkt of changes to transportation infrastructure is immediately relevant to this policy problem.

Ours is not the first attempt to measure the effect of the supply of roads on traffic. Following Jorgensen (1947), a large literature estimates new traffic for particular facilities after their opening or after a capacity expansion (see Goodwin, 1996, Cervero, 2002, for reviews).² However studies of a particular road provide little basis for assessing the impact that changes in infrastructure have on traffic in the city at large, a question that is probably more relevant to transportation policy. As Cervero's (2002) review shows, few studies take an approach similar to ours and assess the effect of road provision on traffic over entire areas. These studies generally find a positive elasticity of vkt to the supply of roads, although they differ greatly regarding the magnitude of this elasticity. We improve on this literature in four respects.

First, we use more and more comprehensive data. To begin, we take average annual daily traffic (AADT) and a description of the road network from the us Highway Performance and Monitoring System (HPMS) for 1983, 1993, and 2003. We add a description of individual and household travel behavior taken from the National Personal Transportation Survey (NPTS) in 1995 and 2001. These data track several measures of traffic and infrastructure for all metropolitan areas in the continental us. Together with data describing truck traffic, public transit, sectoral employment, population and physical geography, these data are a powerful tool with which to investigate the way that vkt responds to changes the stock of highways and transit in us metropolitan areas. Extant research, on the other hand, examines one specific state (usually California) or a small sub-group of adjacent states (usually on the East coast) taking counties or smaller administrative units as the unit of observation.³ The resulting estimates of the relationship between infrastructure and traffic in small administrative districts from highly urbanized parts of the us are not obviously relevant to national transportation policy.

²While Jorgensen (1947) is our first modern source, the analysis of the effects of new facilities such as bridges and their tariffs on flows of vehicles follows a much older tradition, dating back to Dupuit (1844).

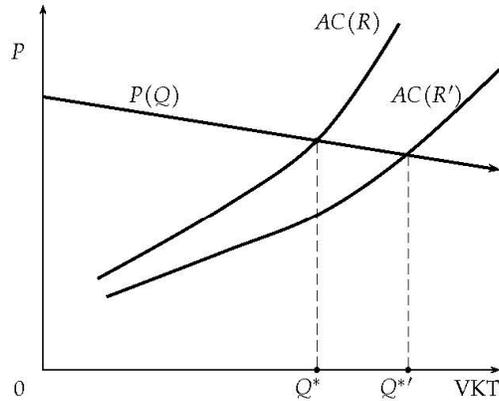
³Noland (2001) looks at data for the entire us but uses states as units of observation. Since roads in San Francisco or Buffalo are unlikely to affect behavior in Los Angeles or New York City, states appear to be 'too large' a unit of observation for two reasons: states aggregate city level variation that is useful for inference and the relevant economic unit appears to be the city.

Second, we are more careful to establish a causal relationship between roads and traffic. Existing literature either does not recognize that roads and traffic may be simultaneously determined or fails to solve this identification problem. To identify the causal effect of roads on traffic, we examine both time series and cross-sectional variation in our data and exploit three instrumental variables to predict the incidence of roads in MSAs. These instruments are based on; the routes of major expeditions of exploration between 1835 and 1850, major rail routes in 1898, and the proposed routes of interstate highways in a preliminary plan of the network. All estimations confirm the fundamental law of road congestion.

Third, beyond data and methodological improvements, we extend the conclusions of the existing literature in three ways. First, we show that the ‘fundamental law of congestion’ holds not only for urban interstates but also for major urban roads and non-urban interstates. Thus, our data suggest the following law of road congestion: adding road capacity will not alleviate congestion on any sort of major urban road or rural highway within metropolitan boundaries. Second, we deduce three further implications of the law of highway congestion and confirm that these implications are consistent with observation: when estimated directly, the demand for travel is close to being flat; metropolitan areas with less traffic experience a stronger increase in travel; the provision of public transportation has no impact on VKT. Third, we also document the factors underlying the fundamental law of highway congestion. Individuals drive more when the stock of roads in their city increases. Commercial driving and trucking increase with a city’s stock of roads. People migrate to cities which are relatively well provided with roads. There is little substitution between different types of roads.

Finally, claiming, as is often done, that a high elasticity of VKT to roads automatically implies a low social value for the marginal road is wrong. We perform a detailed welfare calculation to assess the welfare gain from incremental increases to a city’s stock of roads in the absence of congestion pricing. We find that the welfare gains for drivers of building more highways are well below the costs of building these highways. This conclusion follows, not from the high elasticity of VKT to roads, but from the fact that new roads do not reduce the cost of travel sufficiently.

Figure 1: Supply and demand for interstate traffic.



2. Roads and traffic: a simple framework

To motivate our econometric strategy consider a simple model of equilibrium VKT. To begin, let R denote lane kilometers of roads in a city, let Q denote VKT, and let $P(Q)$ be the inverse demand for VKT. The downward sloping line in figure 1 represents an inverse VKT demand curve for a particular city.

Let $C(R, Q)$ be the total cost of VKT, Q , given roads, R . In equilibrium all drivers face the same average cost of travel. Holding lane kilometers constant at R , the average cost of driving increases with VKT. Hence, the average cost curve for VKT is upward sloping. This feature is well documented in the transportation literature (Small and Verhoef, 2007). The leftmost upward sloping curve in figure 1 represents the supply curve $AC(R)$ associated with roads R .⁴

Equilibrium VKT, $Q^*(R)$ is characterized by

$$P(Q^*) = \frac{C(R, Q^*)}{Q^*}. \quad (1)$$

That is, willingness to pay equals average cost.

Increasing the supply of road lane kilometers from R to R' reduces the average cost of driving for any level of VKT.⁵ It thus shifts the average cost curve to the right. With R lane kilometers of

⁴Strictly speaking, this is an average variable cost curve since it neglects fixed costs of building and maintaining roads.

⁵There are pathological examples where increases in the extent of a road network can reduce its capacity, in particular the 'Braess paradox' described in Small and Verhoef (2007).

roads in the city, the demand curve intersects with the supply curve at Q^* , the equilibrium vkt. With R' kilometers of highways, the corresponding equilibrium implies a vkt of Q'^* .

We would like to learn the effect of an increase in the stock of roads on driving in cities. Indexing cities by i and years by t , our problem may be stated as one of estimating,

$$\ln(Q_{it}) = A_0 + \rho_R^Q \ln(R_{it}) + A_1 X_{it} + \epsilon_{it}, \quad (2)$$

where X denotes a vector of observed city characteristics and ϵ describes unobserved contributors to driving. We are interested in the coefficient of R , the road elasticity of vkt, $\rho_R^Q \equiv \partial \ln Q / \partial \ln R$.

With data describing driving and the stock of roads in a set of cities, we can estimate equation (2) with OLS to obtain consistent estimates of ρ_R^Q , provided that $\text{cov}(R, \epsilon | X) = 0$. In practice, we hope that roads will be assigned to growing cities and fear that they are assigned to prop-up declining cities. In either case, the required orthogonality condition fails. Thus, we are concerned that estimating equation (2) will not lead to the true value of ρ_R^Q .

As a next step, we partition ϵ into permanent and time varying components, and write

$$\ln(Q_{it}) = A_0 + \rho_R^Q \ln(R_{it}) + A_1 X_{it} + \delta_i + \eta_{it}. \quad (3)$$

With data describing a panel of cities, we can estimate this equation using city fixed effects to remove all time invariant city effects. This leads to consistent estimates of ρ_R^Q , provided that $\text{cov}(R, \eta | X, \delta) = 0$. We also estimate the first difference equation,

$$\Delta \ln(Q_{it}) = \rho_R^Q \Delta \ln(R_{it}) + A_1 \Delta X_{it} + \Delta \eta_{it}, \quad (4)$$

where Δ is the first difference operator. Since all time invariant factors drop out of the first difference equation, we are left with essentially the same orthogonality requirement as for equation (3).⁶ An advantage of (4) is that city characteristics and initial vkt can readily be introduced in levels as explanatory variables in the regression.⁷

To our knowledge, there is no study of a comprehensive set of metropolitan areas in the literature. The extant literature, however, has estimated variants of equations (2), (3), and (4) on a small samples of counties or metropolitan areas. While the early literature on induced demand at the area level (e.g. Koppelman, 1972) only ran simple OLS regressions in the spirit of equation (2), second generation work on the issue typically explored a variety of specifications with fixed

⁶In fact, the two estimates have subtly different properties, see Wooldridge (2001, chapter 4).

⁷This is useful if, for instance, ΔR is a response to initial vkt.

effects and, sometimes, a complex lag structure. For instance, Hansen, Gillen, Dobbins, Huang, and Puvathingal (1993) and Hansen and Huang (1997) use panels of urban counties and MSAs in California whereas Noland (2001) use a panel of US states. They all find a positive association between vkt and lane kilometers of roadway with a coefficient generally ranging between 0.3 and 0.7.

While the estimating equations (3) and (4) improve upon equation (2), we are concerned that roads will be assigned to cities in response to a contemporaneous shock to the city's traffic. To deal with this identification issue, we need to model the assignment of roads to cities explicitly. This leads to a two equation model, one to predict the assignment of roads to cities, the other to predict the effect of roads on traffic,

$$\begin{aligned} \ln(R_{it}) &= B_0 + B_1 X_{it} + B_2 Z_{it} + \mu_{it} \\ \ln(Q_{it}) &= A_0 + \rho_R^Q \widehat{\ln(R_{it})} + A_1 X_{it} + \epsilon_{it}. \end{aligned} \tag{5}$$

We can obtain unbiased estimates of ρ_R^Q provided that we are able to find instruments to satisfy $cov(Z, R|X) \neq 0$ and $cov(Z, \epsilon|X) = 0$.

The possible simultaneous determination of vkt and lane kilometers is recognized by several authors. To instrument for lane kilometers of highways Cervero and Hansen (2002) use a range of 20 or so instruments, from politics to natural geography. The exclusion restriction needed to obtain unbiased estimates, namely that the instruments are correlated with vkt only through lane kilometers is unlikely to hold. Aside from the econometric issues associated with the use of a large number of instruments, we expect the geographic characteristics of cities, and more particularly climatic variables, to predict the demand for travel directly in addition to the indirect effect via road supply. This violates the condition $cov(Z, \epsilon|X) = 0$ and invalidates the instruments. Noland and Cowart (2000) use land area and population density as instruments for lane kilometers of roads. Again, we expect population density to be a determinant of the demand for travel as much as a determinant of the supply of roads. Fulton, Noland, Meszler, and Thomas (2000) instrument growth in lane kilometers of highways by short lags of the same variables in a first difference specification. The exclusion restriction then requires that past changes in road supply be uncorrelated with contemporaneous changes in demand. Since changes in road supply are serially correlated (and they need to be so for the instrument to have any predictive power), the exclusion restriction is unlikely to hold when new roads are supplied as a result of demand shocks. We postpone a discussion of our own choice of instruments.

Each of the approaches described above relies on different variation in the data to estimate ρ_R^Q . Equation (2) relies on cross-section variation, while equations (3) and (4) use only time series variation. Equation (5) exploits the instrumental variables we describe later. Should all three methods arrive at the same estimate of ρ_R^Q , then either all must be correct, or all are incorrect and an improbable relationship exists between the various errors and instrumental variables.

We now turn to a description of our data and estimates of ρ_R^Q based on the estimating equations presented in this section.

3. Data and estimation

We take the (Consolidated) Metropolitan Statistical Area (MSA) drawn to 1999 boundaries as our unit of observation. Since each MSA aggregates one or more counties their boundaries often encompass much land that is not 'urban' in the common sense of the word. However, MSAs are generally organized around one or more 'urbanized areas' which make up the cores of the MSA and typically occupy only a fraction of an MSA's land area. By using data collected at the level of 'urbanized areas' we can distinguish more from less densely developed parts of each metropolitan area.

To measure each MSA's stock of highways and traffic we use the US Highway Performance and Monitoring System (HPMS) 'Universe' and 'Sample' data for 1983, 1993, and 2003.⁸ The separate data appendix provides more details about the HPMS. The US Federal Highway Administration collects these data, which are used by the federal government for planning purposes and to apportion federal highway money. Each year, states must report the length, number of lanes and the average annual daily traffic (AADT) for the entire universe of the interstate highway system within their boundaries. We use a county identifier to match every segment of interstate highway to an MSA. We then calculate lane kilometers, VKT and AADT per lane km for interstate highways within each MSA. In the Sample data states must report the same information (and more) for every segment of interstate highway within urbanized areas. By merging the Sample with the Universe data we distinguish urban from non-urban interstates within MSAs.

The Sample data also report information about a sample of other roads within urbanized areas. This sample is intended to represent all roads in urbanized areas within the state. For each sampled

⁸In fact, the HPMS is available annually. We focus on 1983, 1993 and 2003 because these dates are close to census years and to the years for which we have data on public transportation. In addition to these three years, we sometimes make use of the 1995 and 2001 HPMS.

Table 1: Summary statistics for our main HPMS and public transportation variables (averaged over MSAs, means and standard deviations between brackets).

Year:	1983	1993	2003
Mean daily VKT (IH,'000 km)	7,777 (16,624)	11,905 (24,251)	15,961 (31,579)
Mean AADT (IH)	4,832 (2,726)	7,174 (3,413)	9,361 (4,092)
Mean lane km (IH)	1,140 (1,650)	1,208 (1,729)	1,280 (1,858)
Mean lane km (IH, per 10,000 pop.)	26.7 (26.9)	24.3 (20.9)	22.1 (16.4)
Mean daily VKT (MRU,'000 km)	14,553 (36,303)	22,450 (49,132)	31,242 (70,692)
Mean AADT (MRU)	3,146 (847)	3,646 (947)	3,934 (1,059)
Mean lane km (MRU)	3,885 (7,926)	5,071 (9,119)	6,471 (12,426)
Mean VKT share urbanized (IHU/IH)	0.38	0.44	0.48
Mean lane km share urbanized (IHU/IH)	0.29	0.36	0.40
Mean share truck AADT (IH)	0.11	0.12	0.13
Peak service large buses per 10,000 pop.	1.20 (1.02)	1.09 (0.98)	1.34 (0.98)
Peak service large buses	169 (563)	165 (562)	217 (742)
Number MSAs	228	228	228
Mean MSA population	753,726	834,290	950,054

IH denotes interstate highways for the entire MSA. IHU denotes interstate highways for the urbanized areas within an MSA. MRU denotes major roads for the urbanized areas within an MSA.

segment in an urbanized area, the HPMS Sample data reports the road's length, location, AADT and share of truck traffic. The HPMS sample data also assigns each segment to one of six functional classes, described in US Federal Highway Administration (1989). One of these classes is 'interstate highway'. We group four of the remaining five classes; 'collector', 'minor arterial', 'principal arterial', and 'other highway' into a measure of major urban roads, omitting the last class, 'local roads'.⁹ Our definition of 'major urban road' thus includes all non-local roads that are not interstate highways. Within urbanized areas, interstates represent about 1.5% of all road kilometers and 24% of VKT while major urban roads represent 27% of road kilometers and another 62% of VKT (United States Federal Highway Administration, 2005). The separate data appendix provides more detail.

Table 1 presents MSA averages of AADT for the 228 MSAs with non-zero interstate mileage in 1983, 1993, and 2003. These data show that AADT increased from 4,832 vehicles on an average lane kilometer of interstate highway on an average day in 1983 to 9,361 in 2003. Thus, at the end of our study period, an average lane kilometer of interstate highway carries almost twice as much traffic

⁹Loosely, a 'local road' is one that primarily provides access to land adjacent to the road and every other class of road serves to connect local roads. The HPMS does not require states to report data on local roads, although some local roads appear in the data.

as at the beginning. We also find that lane kilometers of interstate highways increase by about 6% between 1983 and 1993 and between 1993 and 2003. Together, the increase in lane kilometers and the increase in AADT imply that interstate VKT in an average MSA more than doubled over our twenty year study period.

Table 1 also presents descriptive statistics for major urban roads. Major roads represent between three and five times as many lane kilometers as interstate highways but only twice as much VKT. Note that urbanized area boundaries, unlike MSA boundaries, are not constant over our three cross-sections, so the dramatic increase in urbanized area VKT and lane kilometers over our study period may partly reflect increases in the extent of urbanized areas.

Cross-sectional estimates of the roadway elasticity of VKT

We now turn to estimating the elasticity of MSA VKT to lane kilometers for each of the following categories of roads and travel: All MSA interstates (IH), urbanized MSA interstates (IHU), non-urban MSA interstates (IHNU), and major urban roads (MRU).

Columns 1-5 of table 2 present estimates of the four elasticities obtained by pooling our three cross-sections and estimating equation (2) for each type of road.

In panel A of this table, the dependent variable is MSA interstate VKT. In the first column we include only a constant and year dummies. In the second we add MSA population. In the third, we add nine census division dummy variables along with five measures of physical geography described in the separate data appendix: elevation range within the MSA, the ruggedness of terrain in the MSA, two measures of climate, and a measure of how dispersed is development in the MSA. In column 4 we add socio-economic controls (share of population with at least some college education, log mean income, share poor, share of manufacturing employment, and an index of segregation). In column 5 we also add decennial population variables from 1920-1980.¹⁰ The elasticity of interstate highway is 1.24 in column 1, ranges between 0.82 and 0.86 in the other specifications, and is estimated precisely in each specification.

¹⁰We also experimented with gasoline price data kindly given to us by Kent Hymel, Ken Small, and Kurt van Dender. Adding gasoline prices changed nothing to our results regarding ρ_R^Q . On the other hand, the coefficient on gasoline price is imprecisely estimated and sensitive to the exact specification. This is not surprising since states might be using state taxes on gasoline to deal with congestion. The proceeds of this taxation also indirectly serve to finance road construction. We do not report these results here.

Table 2: VKT as a function of lane kilometers, pooled OLS.

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
Panel A. Dependent variable: ln VKT for interstate highways, entire MSAs								
ln(IH lane km)	1.24 ^a (0.02)	0.82 ^a (0.05)	0.86 ^a (0.05)	0.85 ^a (0.04)	0.85 ^a (0.04)	1.05 ^a (0.05)	1.06 ^a (0.05)	1.05 ^a (0.05)
ln(pop.)		0.48 ^a (0.04)	0.44 ^a (0.04)	0.47 ^a (0.04)	0.32 ^a (0.12)		0.34 ^a (0.10)	0.39 ^a (0.10)
Elev. range			-0.031 (0.05)	-0.055 (0.05)	-0.049 (0.05)			
Ruggedness			6.18 ^b (3.04)	6.13 ^b (2.88)	4.33 (2.85)			
Heating d.d.			-0.013 ^a (0.00)	-0.013 ^a (0.00)	-0.015 ^a (0.00)			
Cooling d.d.			-0.019 ^b (0.01)	-0.019 ^b (0.01)	-0.025 ^a (0.01)			
Sprawl			0.0036 (0.00)	0.0043 (0.00)	0.0032 (0.00)			
Census div.			Y	Y	Y			
Socio-econ. char.								Y
Hist. pop.					Y			
MSA fixed effects						Y	Y	Y
R ²	0.88	0.94	0.95	0.95	0.95	0.94	0.94	0.95
Panel B. Dependent variable: ln VKT for interstate highways, urbanized areas within MSAs								
ln(IHU lane km)	1.23 ^a (0.02)	0.98 ^a (0.03)	1.00 ^a (0.02)	1.00 ^a (0.03)	1.01 ^a (0.03)	0.99 ^a (0.02)	0.99 ^a (0.02)	0.98 ^a (0.02)
Panel C. Dependent variable: ln VKT for Major Roads, urbanized areas within MSAs								
ln(MRU lane km)	1.12 ^a (0.01)	0.83 ^a (0.04)	0.84 ^a (0.04)	0.83 ^a (0.04)	0.84 ^a (0.04)	0.89 ^a (0.03)	0.88 ^a (0.04)	0.88 ^a (0.04)
Panel D. Dependent variable: ln VKT for interstate highways, outside urbanized areas within MSAs								
ln(IHNU lane km)	1.03 ^a (0.03)	0.82 ^a (0.03)	0.84 ^a (0.03)	0.85 ^a (0.03)	0.83 ^a (0.02)	0.97 ^a (0.03)	0.97 ^a (0.03)	0.96 ^a (0.03)

All regressions include a constant and year effects. Robust standard errors clustered by MSA in parentheses. 684 observations corresponding to 228 MSAs for each regression in panel A and 576 (192 MSAs) in panels B-D. *a, b, c*: significant at 1%, 5%, 10%.

It is interesting to note that the population elasticity of VKT is much less than one in all specifications. This will persist in nearly all of our estimations and suggests that people in larger cities drive much less, per capita, than they do in smaller cities. We consider the effect of population and the possible endogeneity of this variable further below. VKT is higher in MSAs with mild weather, neither cold nor hot. The extent to which development is scattered or compact, as measured by the variable ‘sprawl’, does not affect VKT.

Panel B of table 2 is similar to panel A, but the dependent variable and the measure of roads are based on *urban* interstates. The estimations in panel B suggest that the urban interstate VKT elasticity of urban interstate lane kilometers is close to one and slightly larger than for all interstates. Panels C and D of table 2 are also similar to panel A, but investigate major urban roads and non-urban interstates. These results are also similar to those presented in panel A.

Note that panel A of table 2 is based on the 228 MSAs which report interstate highways in all three of our sample years. Panels B, C, and D use a slightly smaller sample, which excludes MSAs which do not have urban interstate highways in all years. In appendix table 1 (in a separate appendix), we replicate panel A on this restricted sample. The results are similar to those reported in the text, so we do not concern ourselves with sample selection. Appendix table 2 reports regressions similar to those reported in table 2, but uses each cross-section separately. The results of table 2 are preserved for each of our three cross-sections.

Time series estimates of the roadway elasticity of VKT

Thus far we have reported estimates of ρ_R^Q which exploit cross-sectional variation. We now turn to estimates of ρ_R^Q based on time series variation.

Columns 6-8 of table 2 estimate equation (3) by including an MSA fixed effect in our cross-sectional regression. In column 6 we include only an MSA fixed effect and time dummies as controls. In column 7, we add MSA population. In column 8, we add our other time varying MSA level demographic variables. In panel A, we see that all of the fixed-effect estimates of the interstate VKT elasticity of interstate lane kilometers are slightly above one. While it is estimated precisely in all three specifications, ρ_R^Q is not statistically different from one at standard levels of confidence in any of the three.

In panels B-D, columns 6-8 repeat the estimates presented in panel A, but use urban interstates, major urban roads, and non-urban interstates. In each case we find the relevant VKT elasticity of roads is close to one, and is estimated precisely. As for table 1, note that, although MSA boundaries are constant over our three cross-sections, urbanized area boundaries are not.

We now estimate the interstate VKT elasticity of interstate lane kilometers using our first difference estimating equation (4). Using our three cross-sections we compute two cross-sections of first differences. In table 3 we pool these two cross-sections of first differences to estimate equation (4). Our dependent variable is the 10 year change in interstate VKT. In column 1, we include only a constant and year dummies as controls. In column 2, we add MSA population. In column 3, we also control for initial VKT. In column 4, we add physical geography and census division dummies. Column 5 adds decennial MSA population levels from 1920-1980 and initial socioeconomic characteristics of cities. In each case, our point estimate of ρ_R^Q is very close to one

Table 3: Change in VKT as a function of change in lane kilometers, OLS.

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
Dependent variable: $\Delta \ln$ VKT for interstate highways, entire MSAs										
$\Delta \ln(\text{IH lane km})$	1.04 ^a (0.05)	1.05 ^a (0.05)	1.02 ^a (0.04)	1.00 ^a (0.04)	0.93 ^a (0.04)	1.03 ^a (0.05)	1.03 ^a (0.05)	1.09 ^a (0.06)	0.90 ^a (0.06)	0.82 ^a (0.09)
$\Delta \ln(\text{pop.})$		0.34 ^a (0.10)	0.40 ^a (0.10)	0.44 ^a (0.11)	0.39 ^a (0.13)		0.51 ^b (0.20)	0.31 ^c (0.17)	0.45 ^b (0.21)	0.16 (0.22)
$\ln(\text{initial VKT})$			-0.047 ^a (0.01)	-0.057 ^a (0.01)	-0.12 ^a (0.02)				-0.15 ^a (0.03)	-0.13 ^a (0.04)
Geography				Y	Y				Y	Y
Census div.				Y	Y				Y	Y
Socio-econ. char.					Y				Y	Y
Hist. Pop.					Y				Y	Y
MSA fixed effects						Y	Y			
R ²	0.87	0.87	0.89	0.90	0.91	0.87	0.88	0.91	0.94	0.69

All regressions include a constant and decade effects. Robust standard errors clustered by MSA in parentheses. 456 observations for each regression in columns 1-7, 205 in columns 8-9 which consider only increases in lane kilometers of more than 5%, and 115 in column 10 which considers declines in lane kilometers greater than 5%. *a, b, c*: significant at 1%, 5%, 10%.

and is precisely estimated.

Column 6 of table 3 estimates equation (4) including an MSA fixed-effect and year fixed effects as controls, while column 7 adds MSA population. These estimates are second difference estimates which exploit changes in the rate of change of roads and traffic. Strikingly, these regressions also estimate the interstate VKT elasticity of interstate highways to be very close to one.

Finally, columns 8-10 consider more restricted samples of observations. Column 8 replicates column 2 using only observations with increases in lane kilometers greater than 5%. Column 9 uses the same selection rule to replicate column 5. Column 10 replicates column 5 again but this time using only observations with declines in lane kilometers greater than 5%. The results for large increases in lane kilometers are the same than for the whole sample of MSAs. The elasticity we estimate in column 10 is 0.8. These estimations do not allow us to determine whether the response of traffic to roads is non-linear in the amount of change to the road network, or if metropolitan areas experiencing large changes are different from those experiencing small changes.

As a check on our pooled first difference estimations, appendix table 3 in the separate appendix presents first difference regressions conducted on each of our two cross-sections of first differences. Appendix table 4 extends the results of table 3 to other types of roads. In appendix table 5 we show that changes in VKT between 1993 and 2003 are not explained by changes in lane kilometers of interstate highways between 1983 and 1993. This suggests that VKT completely adjusts to changes in the road network in less than 10 years. Finally, in appendix table 6 we instrument for population changes using initial sectoral composition of economic activity interacted by the national growth

in sectoral employment in the spirit of Bartik (1991) and others after him. This does not affect our estimates of ρ_K^Q either.

IV estimates of the roadway elasticity of VKT

In order for estimates of equation (2) and (3) to result in unbiased estimates, we require that the unobserved error be uncorrelated with the stock of roads (or changes in this stock). If the demand for VKT helps to determine an MSA's road network, then our measure of roads is endogenous, and this assumption does not hold. To address this possibility, we estimate the instrumental variables system described in equation (5).

We rely on three instruments: planned highway kilometers from the 1947 highway plan; 1898 railroad route kilometers, and the incidence of major expeditions of exploration between 1835 and 1850. Baum-Snow (2007), Michaels (2008), and Duranton and Turner (2008) also use planned interstates as an instrument for features of the interstate system. Duranton and Turner (2008) use the 1898 railroad system for the same purpose. The exploration routes variable is new to the literature.¹¹

Our measure of MSA kilometers of 1947 planned interstate highways is based on a digital image of the 1947 highway plan created from its paper record (United States House of Representatives, 1947) and converted to a digital map as in Duranton and Turner (2008). Kilometers of 1947 planned interstate highway in each MSA are calculated directly from this map. Figure 2 shows an image of the original plan. Our measure of MSA kilometers of 1898 railroads is based on a digital image of a map of major railroad lines in 1898 (Gray, c. 1898). This image was converted to a digital map as in Duranton and Turner (2008). Kilometers of 1898 railroad contained in each MSA are calculated directly from this map. Figure 3 shows an image of the original railroad map. Our measure of early exploration routes is based on a map of routes of major expeditions of exploration of the US between 1835 and 1850 (United States Geological Survey, 1970). An image based on this map is reproduced in figure 4. Note that, in addition to exploration routes, this map also shows the routes of major roads established prior to 1835 in the more settled eastern part of the country. The separate data appendix provides more detail about these variables.

¹¹The discussion of the 1947 highway plan and 1898 railroad routes is derived from, and abbreviates more extensive discussions of these variables by these earlier authors, particularly Duranton and Turner (2008).

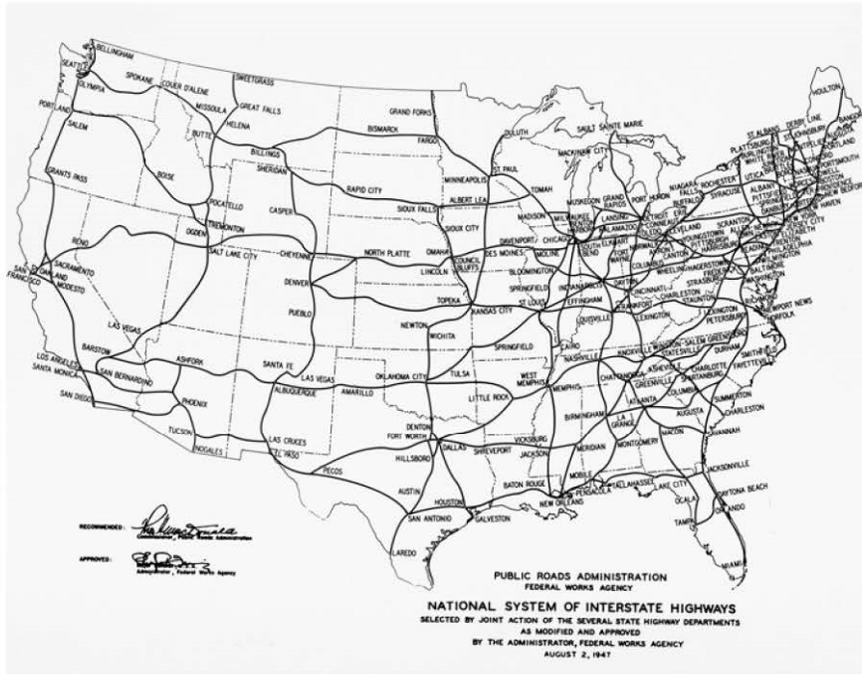


Figure 2: 1947 us interstate highway plan.

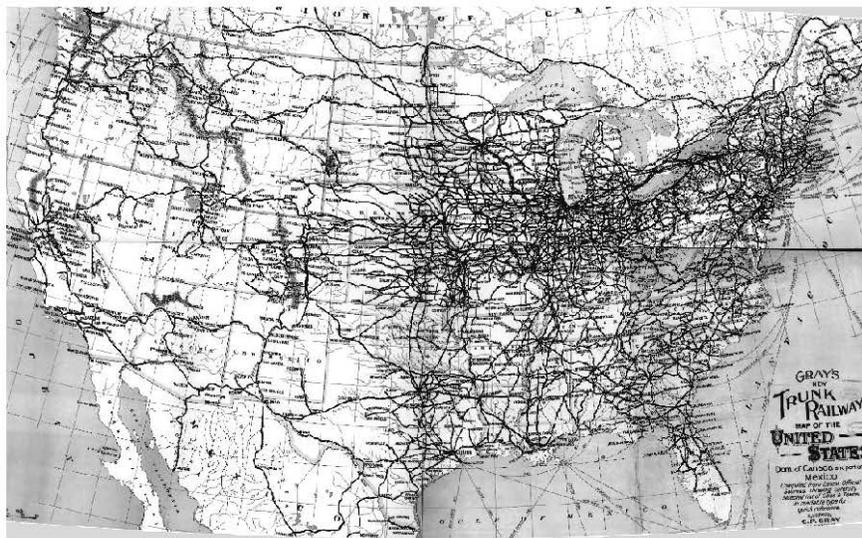


Figure 3: Image based on Gray's map of 1898 railroads (Gray, c. 1898).



Figure 4: Routes of major expeditions of exploration in the US between 1835 and 1850. Image based on United States Geological Survey (1970) [p. 138].

Common sense suggests that all three instruments should be relevant. The 1947 plan describes many highways that were subsequently built. Many 1898 railroads were abandoned and turned into roads. Many current interstate highways follow the same routes taken by early explorers. Estimates of the reduced form equation predicting roads as a function of our instruments confirm this intuition. In almost all specifications predicting interstate lane kilometers, the first-stage statistic for the instrumental variables is large enough to pass the weak instrument tests proposed in Stock and Yogo (2005). We generally report the results of conventional TSLS estimations, but in the few cases where our instruments are weak, we also report the corresponding LIML estimates.

A qualifier is important here. Our instruments are good predictors of MSA level stocks of interstate highways and urban interstate highways. They are not good predictors of MSA level stocks of major roads or of non-urban interstate highways. For this reason, we conduct IV estimations only for interstate highways and urban interstate highways.

We now turn to the conditional exogeneity of our two instruments. The 1947 highway plan was first drawn to *'connect by routes as direct as practicable the principal metropolitan areas, cities and industrial centers, to serve the national defense and to connect suitable border points with routes of continental importance in the Dominion of Canada and the Republic of Mexico'* (United States Federal

Works Agency, Public Roads Administration, 1947, cited in Michaels, 2008). That the 1947 highway plan was, in fact, drawn to this mandate is confirmed by both econometric and historical evidence reviewed in Duranton and Turner (2008). In particular, in a regression of log 1947 kilometers of planned highway on log 1950 population, the coefficient on planned highways is almost exactly one, a result that is robust to the addition of various controls. On the other hand population growth around 1947 is uncorrelated with planned highway kilometers. Thus, the 1947 plan was drawn to fulfill its mandate and connect major population centers of the mid-1940s, not to anticipate future population or traffic demand.

Note that the exclusion restriction associated with equation (5) requires the orthogonality of the dependent variable and the instruments conditional on control variables. This observation is important. Cities that receive more roads in the 1947 plan tend to be larger than cities that receive fewer. Since we observe that large cities have higher levels of VKT, 1947 planned highway kilometers predicts VKT by directly predicting population and indirectly by predicting 1980 road kilometers. Thus the exogeneity of this instrument hinges on having an appropriate set of controls, population in particular.

Next consider the case for the exogeneity of the 1898 railroad network. This network was built, for the most part, during and immediately after the civil war, and during the industrial revolution. At this time, the US economy was much smaller and more agricultural than during our study period. In addition, the rail network was developed by private companies with the intention to make a profit from railroad operations in the not too distant future. See Fogel (1964) and Fishlow (1965) for two classic accounts of the development of US railroads. As for the highway plan, the same qualifying comment applies: instrument validity only requires that rail routes be uncorrelated with the dependent variable conditional on the control variables. With this said, after controlling for historical populations and physical geography, it is difficult to imagine how a rail network built for profit could anticipate the demand for vehicle travel in cities 100 years later save through its effect on roads.

Finally, consider the case for the exogeneity of routes of expeditions of exploration between 1835 and 1850. Among these routes are; a Mexican boundary survey, the Whiting-Smith 1849 search for a commercial route between San Antonio and El Paso, the 1849 Warner-Williamson expedition in search of a route from Sacramento to the Great Basin, the 1839 Farnham-Smith expedition from Peoria to Portland, and the Smith scientific expedition to the Badlands of South Dakota. Some of

these expeditions were explicitly charged with finding an easy way from one place to another and it is hard to imagine that this objective was not also important to the others. While we expect that these early explorers were drawn to attractive places, after controlling for historical populations and physical geography it is difficult to imagine how these explorers could select routes that anticipate the demand for vehicle travel in cities 150 years later save through their effect on roads.

Table 4 presents instrumental variables estimations corresponding to the OLS estimates presented in table 2. In panel A, our dependent variable is all MSA interstate VKT, we use all three of our instruments, and we pool our three decennial cross-sections. Column 1 includes only interstate lane kilometers and decade effects as controls. Column 2 adds population as a control, column 3 adds our physical geography variables and census division indicators, column 4 adds our other city level demographic variables, and column 5 adds decennial population levels from 1920 to 1980. We pass standard over-id test in all specifications, and the values of our first-stage statistics suggest that they are either strong, or near the critical values suggested by Stock and Yogo (2005). Column 5 is our preferred estimate: This regression contains the strongest controls, so it is in this regression that we are most confident that our instruments satisfy the exclusion restriction, and hence that we obtain an unbiased estimate of ρ_R^Q . For interstate highways, this estimate is 1.04 with a standard error of 0.13. In columns 2 through 5 we see that our estimates of ρ_R^Q are within one standard error of 1. In column 1, the coefficient of highways is larger because of the correlation between highway lane kilometers and population levels.

With this said, in columns 3, 4, and 5 of panel A our instruments are near critical values suggested in Stock and Yogo (2005), so in panel B we present the corresponding LIML estimates. These estimates are essentially identical to the TSLS estimates of panel A.

In panels C, D, and E, we repeat the TSLS estimates of panel A using each of our instruments alone. We find that using the 1947 highway instrument alone results in slightly higher estimates, that using 1898 railroads alone results in essentially identical estimates, and that using 1835 exploration routes alone results in slightly lower estimates. In all, the IV estimates presented in panels A-E of table 4 strongly suggest that the interstate VKT elasticity of interstate highways is close to one.

In panel F of table 4 we duplicate the regressions of panel A but use urbanized area interstate VKT as our dependent variable and urbanized interstate lane kilometers as our measure of roads. Except for column 1, which does not control for population, these estimates are also all within one

Table 4: VKT as a function of lane kilometers, IV.

	[1]	[2]	[3]	[4]	[5]
Panel A (TSLS). Dependent variable: ln VKT for interstate highways, entire MSAs. Instruments: ln 1835 exploration routes, ln 1898 railroads, and ln 1947 planned interstates					
ln(IH lane km)	1.32 ^a (0.04)	0.92 ^a (0.10)	1.03 ^a (0.11)	1.01 ^a (0.12)	1.04 ^a (0.13)
ln(pop.)		0.40 ^a (0.07)	0.30 ^a (0.09)	0.34 ^a (0.10)	0.23 ^c (0.12)
Elev. range			-0.026 (0.06)	-0.051 (0.05)	-0.058 (0.05)
Ruggedness			6.69 ^c (3.45)	6.79 ^b (3.20)	5.10 (3.18)
Heating d.d.			-0.015 ^a (0.00)	-0.014 ^a (0.00)	-0.016 ^a (0.00)
Cooling d.d.			-0.022 ^a (0.01)	-0.018 ^b (0.01)	-0.029 ^a (0.01)
Sprawl			0.0013 (0.00)	0.0021 (0.00)	0.0011 (0.00)
Census div.			Y	Y	Y
Socio-econ. char.				Y	Y
Hist. pop.					Y
Overid.	0.60	0.11	0.26	0.24	0.29
First stage Stat.	42.8	16.5	11.8	11.5	8.84
Panel B (LIML). Dependent variable: ln VKT for interstate highways, entire MSAs. Instruments: ln 1835 exploration routes, ln 1898 railroads, and ln 1947 planned interstates					
ln(IH lane km)	1.32 ^a (0.04)	0.94 ^a (0.11)	1.05 ^a (0.12)	1.02 ^a (0.13)	1.06 ^a (0.15)
Overid.	0.60	0.11	0.26	0.25	0.30
Panel C (TSLS). Dependent variable: ln VKT for interstate highways, entire MSAs. Instruments: ln 1947 planned interstates					
ln(IH lane km)	1.33 ^a (0.05)	1.00 ^a (0.11)	1.10 ^a (0.13)	1.08 ^a (0.13)	1.12 ^a (0.15)
First stage Stat.	99.7	41.5	29.8	29.5	26.7
Panel D (TSLS). Dependent variable: ln VKT for interstate highways, entire MSAs. Instruments: ln 1898 railroads					
ln(IH lane km)	1.31 ^a (0.06)	0.83 ^a (0.15)	1.03 ^a (0.18)	1.00 ^a (0.18)	1.02 ^a (0.22)
First stage Stat.	23.7	25.8	19.0	21.1	11.9
Panel E (TSLS). Dependent variable: ln VKT for interstate highways, entire MSAs. Instruments: ln 1835 exploration routes					
ln(IH lane km)	1.25 ^a (0.08)	0.63 ^a (0.17)	0.75 ^a (0.18)	0.68 ^a (0.21)	0.72 ^a (0.22)
First stage Stat.	53.6	13.8	9.91	7.15	6.32
Panel F (TSLS). Dep. var.: ln VKT for interstate highways, urbanized areas within MSAs. Instruments: ln 1835 exploration routes, ln 1898 railroads, and ln 1947 planned interstates					
ln(IHU lane km)	1.25 ^a (0.03)	1.06 ^a (0.11)	1.15 ^a (0.12)	1.15 ^a (0.13)	1.14 ^a (0.14)
Overid.	0.43	0.22	0.33	0.30	0.32
First stage Stat.	32.9	9.98	9.09	9.05	6.29

All regressions include a constant and year effects. Robust standard errors clustered by MSA in parentheses. 684 observations corresponding to 228 MSAs for each regression in panels A-E and 576 (192 MSAs) in panel F. *a, b, c*: significant at 1%, 5%, 10%.

standard deviation of one, although all of the point estimates are larger than the corresponding estimates in panel A. This suggests that the urbanized interstate vkt elasticity of urbanized interstate lane kilometers, ρ_R^Q , may be larger than for all interstates, and hence that this elasticity may be even larger than one.¹²

For all regressions in table 4 we pool our three cross-sections. This may conceal cross-decade variation in our parameters. To address this issue, appendix table 7 in a separate appendix reports iv estimates of ρ_R^Q using each of our cross-sections. These results confirm those reported in table 4.

4. Implications of the fundamental law of road congestion

We have so far presented direct evidence for the fundamental law of road congestion. We here note that this law has three implications. By confirming these implications, we provide further indirect evidence of the law.

Perfectly elastic demand for vkt

The extant literature suggests that the long run cost of providing vkt is approximately constant returns to scale (Keeler and Small, 1977, Small and Verhoef, 2007). In the notation of section 2, this constant returns to scale condition is written $\lambda C(R, Q) = C(\lambda R, \lambda Q)$ for λ a positive scalar. If such constant returns holds, then the fundamental law of highway demand is equivalent to a perfectly elastic demand for vkt. To see this, restate the fundamental law of highway congestion as,

$$1 + \lambda = \frac{Q^*((1 + \lambda)R)}{Q^*(R)}. \quad (6)$$

That is, an increase in lane kilometers induces an exactly proportional increase in vkt. This statement of the fundamental law, together with constant returns to scale of C gives

$$\frac{C((1 + \lambda)R, Q^*((1 + \lambda)R))}{Q^*((1 + \lambda)R)} = \frac{C((1 + \lambda)R, (1 + \lambda)Q^*(R))}{(1 + \lambda)Q^*(R)} = \frac{C(R, Q^*(R))}{Q^*(R)}. \quad (7)$$

It follows from our equilibrium condition (1) that $P(Q^*((1 + \lambda)R)) = P(Q^*(R))$. That is, given constant returns to scale of $C(R, Q)$, the fundamental law of road congestion is equivalent to perfectly elastic demand for vkt.

In order to check this implication of the fundamental law of road congestion, we must estimate the price elasticity of vkt. That is, we would like to know how aggregate demand for vkt responds

¹² ρ_R^Q is not bounded from above by one. An additional segment of roads can make a network more attractive. Alternatively, more lanes to relieve a particular bottleneck can increase travel on an entire road.

to changes in the price of travel. To begin, consider the demand by individual j for vkt in MSA i , $D_j(P_i, \cdot)$. While we imagine that this demand will also depend on the city's size, climate and geography, demand for travel also responds to the price of this travel. That is, the number of trips an individual takes to the store, or the length of his commute, depends on the unit cost of travel. As a first approximation, the extent of the road network does not enter directly into the individual's demand function except through its impact on the time per unit travel. This will be the identifying assumption that we use to distinguish the demand curve from the supply curve.

If we aggregate and then invert our individual demand curve, we are left with an aggregate inverse demand curve for MSA i ,

$$\ln(P_i) = A_0 + \rho_Q^P \ln(Q_i) + A_2 X_i + \epsilon_i \quad (8)$$

where ρ_Q^P is the vkt elasticity of the price.

The supply curve for vkt in MSA i describes the amount of travel that may be produced in an MSA at given cost. This is analogous to a standard supply curve, except that the open access nature of the network requires that the supply curve describe the way supply responds to changes in average cost rather than changes in marginal cost. Excluding pathological examples, the amount of travel produced in an MSA at a given unit time cost should increase with the extent of the road network. If we invert this supply relationship, we are able to write the unit cost of vkt as a function of the level of vkt, the extent of the road network, and other MSA characteristics such as climate, size and physical geography which also determine the cost of travel. That is, we have

$$\ln(AC_i) = B_0 + B_1 \ln(Q_i) + B_2 \ln(R_i) + B_3 X_i + \mu_i \quad (9)$$

One problem remains. We are concerned that roads may be assigned to MSAs on the basis of unobserved characteristics which also affect supply or demand. In this case, R_i is correlated with the errors in both equations and standard techniques result in biased estimates of ρ_Q^P .

To avoid this problem, rather than include R_i as an explanatory variable in our supply relationship, we proxy for the stock of roads using our three instrumental variables. These variables control for MSA level variation in the extent of the road network, but unlike actual lane kilometers of highways, are exogenous in demand and supply equations. Using these proxy variables, our supply equation becomes

$$\ln(AC_i) = B_0 + B_1 \ln(Q_i) + B_2 \ln(Z_i) + B_3 X_i + \mu_i \quad (10)$$

Using the equilibrium condition, $P_i = AC_i$, these equations lead to the estimating equations,

$$\begin{aligned}\ln(Q_i) &= b_0 + b_1X_i + b_2Z_i + \eta_i, \\ \ln(P_i) &= a_0 + \rho_Q^P \widehat{\ln(Q_i)} + a_2X_i + \phi_i.\end{aligned}\tag{11}$$

We note that this is the textbook example of a simultaneous equations estimation (see for example Wooldridge, 2001) and identification of ρ_Q^P depends upon satisfying the exclusion restriction that, conditional on control variables, the instruments shift supply but not demand.

To estimate the demand function for VKT we use the 1995 and 2001 waves of the National Personal Transportation Survey (NPTS).¹³ The NPTS actually consists of four surveys.¹⁴ The ‘household survey’ provides categorical variables describing the age, race, education, and income of the household head or the principal respondent. The ‘vehicle survey’ provides a detailed description of each household motor vehicle including the survey respondents’ report of how many kilometers it was driven in the past twelve months. We use this information to construct an estimate of total VKT for the household during the survey year. This information is reported in the top section of table 5. Surprisingly, these data show that driving distances per person, household, and vehicle all declined between 1995 and 2001. The ‘person survey’ describes travel behavior for each household member on a typical travel day. From this, we construct household mean commute distance, time and speed for household members who drive to work. Table 5 shows that mean commute distance decreased from 20.4 km in 1995 to 19.4 in 2001. This decrease in distance resulted in a small decrease in mean commute times despite a decline in speed. Finally, the ‘travel day’ survey collects detailed information about each trip taken by each household member on a randomly selected travel day. These data allow the calculation of household person-kilometers of vehicle travel, along with the person-minutes required to accomplish this travel, and the average speed of this travel. Table 5 shows that total daily household person-kilometers of travel was approximately

¹³We make use of the confidential geocode information which allows all respondents to be assigned to MSAs. The public use data only reveals respondents’s MSAs for respondents residing in large MSAs. We do not use earlier waves of the NPTS because they cannot be geocoded. This allows us to focus on the VKT elasticity of the time cost of travel. In section 6, we consider other travel costs and show that they do not affect the estimation of ρ_Q^P .

¹⁴It is worth noting that the NPTS survey protocol requires a phone call, a house visit, and that respondents keep a travel diary. Thus it should be regarded as accurate relative to other sources self-reported travel data. The 2000 US census provides an alternative source of information regarding commute times. This information is reported for a sample of the population using 12 time-bands. A comparison between 2000 census and 2001 NPTS data of mean commute times across 227 MSAs yields a raw correlation of 0.63. This correlation is 0.85 when considering only MSAs with population above 1 million. Means computed from the NPTS appear more noisy. Regressing log census mean commute times for all commuters (including those using public transportation) against mean NPTS car commute times yields a coefficient of 1.05 in a regression without constant.

Table 5: Summary statistics for our main NPTS variables (averaged over individuals or HH, means and standard deviations between brackets) and HMPS VKT for corresponding years.

Year:	1995	2001
NPTS vehicle survey		
Mean vehicle km (person)	12,436 (7,737)	12,203 (8,398)
Mean vehicle km (HH)	32,546 (19,672)	30,352 (20,198)
Mean vehicle km (vehicle)	19,560 (9,355)	17,573 (9,030)
NPTS person survey		
Distance to work (km)	20.4 (21.6)	19.4 (20.2)
Minutes drive to work	22.4 (17.3)	21.3 (16.3)
Speed to work	50.9 (21.1)	49.6 (22.1)
NPTS trip survey		
Total HH km	134.8 (119.9)	134.5 (112.0)
Total HH minutes	147.7 (88.7)	160.9 (90.7)
Mean HH km/h	48.4 (12.2)	43.9 (15.1)
Total HMPS VKT		
Interstate Highways ('000 km)	2,876,074	3,484,750
Major Urban Roads ('000 km)	5,530,845	6,624,656
Number MSAs	228	228

constant over the study period, but that the time required to accomplish this travel increased from 147.7 minutes to 160.9 minutes and speed decreased from 48.4 to 43.9 km/h.

The descriptive statistics in table 5 point at stability or a small decline in VKT per household between 1995 and 2001. For the same period, the HMPS indicates increases of around 20% for VKT, as reported at the bottom of table 5. It is natural to wonder whether these two findings are contradictory. To see that they are not, note that the NPTS and the HMPS report different measures of VKT.¹⁵ The NPTS reports a per household measure of VKT on all roads. On the other hand, the HMPS reports aggregate VKT on interstates and major urban roads within MSAs. Thus, the HMPS looks at a different set of roads than the NPTS and the 2001-1995 difference reflects changes in commercial traffic and number of households, in addition to changes in VKT per household.

We now use the NPTS to estimate our demand system (11) and test whether, as implied by the

¹⁵We rule out sampling errors. NPTS data sample a large number of households, are broadly acknowledged to be of high quality, and their correlation with census data is also high as mentioned above. Schipper and Moorhead (2000) also provide evidence that reported VKT in the NPTS is highly consistent with odometer VKT from the 1994 Residential Transportation Energy Consumption Survey. As for the HMPS, it is carefully scrutinized by the Bureau of Transportation Statistics which uses it as the basis of its Transportation Statistics Annual Report.

Table 6: Time cost of driving as a function of VKT, pooled regressions.

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
	OLS	OLS	OLS	TSLS	OLS	OLS	OLS	TSLS
All interstate highways.								
Dependent variable:	ln(hours per km) for commutes				ln(hours per km) for all household driving			
ln(IH VKT)	0.011 (0.01)	-0.056 ^a (0.01)	-0.051 ^a (0.01)	-0.060 ^a (0.02)	0.0062 (0.01)	-0.032 ^a (0.01)	-0.027 ^b (0.01)	-0.064 ^b (0.03)
Personal char.	Y	Y	Y	Y	Y	Y	Y	Y
In current pop.		Y	Y	Y		Y	Y	Y
Geography		Y	Y	Y		Y	Y	Y
Census div.		Y	Y	Y		Y	Y	Y
Hist. pop.			Y	Y			Y	Y
Observations	46321	46321	46321	46321	19016	19016	19016	19016
R ²	0.04	0.04	0.05	-	0.11	0.12	0.12	-
Overid.				0.11				0.19
First stage Stat.				12.5				11.9

All regressions include a constant and year effects. Robust standard errors clustered by MSA in parentheses. 235 MSAs represented in each regression. Instruments are log 1835 exploration routes, log 1898 railroads, and log 1947 planned interstates in columns 4 and 8. *a, b, c*: significant at 1%, 5%, 10%.

fundamental law of road congestion, the demand for VKT is perfectly elastic. In table 6 we pool the 1995 and 2001 NPTS and use ‘hours per commute kilometer’, the unit time cost of commuting, as our dependent variable for columns 1 through 4. This variable is based on the ‘personal’ section of the NPTS which asks for commute time and distance. The dependent variable of interest is lane kilometers of interstate highways.

In the first three columns, we ignore the simultaneous determination of price and quantity and regress price on quantity with various other controls using OLS. This shows that equilibrium time cost of commuting is weakly responsive to changes in the quantity supplied of interstate lane kilometers. In column 4 we estimate the two equation model of (11) in order to isolate the slope of the demand function. The estimated demand elasticity is close to zero at -0.06 and, as in columns 1-3, is precisely estimated.

Columns 5 through 8 of table 6 replicate the same regressions using a different dependent variable. The time cost of travel is measured using the ‘hours per kilometer of daily driving’ calculated from the travel day section of the NPTS. The OLS estimates of the demand elasticities are marginally lower and the TSLS estimate is similar to that of column 4.

As a further robustness check, we replicate these OLS regressions for other types of roads. Our instruments are not strong enough to allow us to replicate IV results for these other types of roads. We obtain very similar OLS results, which are reported in appendix table 8

In sum the data support the hypothesis that the demand for VKT is highly elastic. These results provide independent confirmation of our main result since, given constant returns to scale in the

cost of VKT, a perfectly elastic demand for VKT is an implication the fundamental law of road congestion.¹⁶ This conclusion is also of intrinsic interest.

Convergence of AADT levels

The fundamental law of road congestion requires that each MSA have an intrinsic natural level of traffic conditional on lane kilometers of roadway. An implication of this is that a deviation from this natural level ought to be followed by a return to it. Traffic flows should exhibit convergence to this natural level.

The raw data suggests that such convergence may occur. From 1980 to 2000 the cross-MSA standard deviation of all interstate AADT decreases from 1.40 to 1.28. To investigate the possibility of convergence more carefully, table 7 presents the results of 'AADT growth regressions' in which we pool first differences in interstate AADT for 1990 and 2000 and regress them on initial interstate AADT levels.

In the first five columns of panel A we see that the relationship between initial levels and changes in interstate AADT is negative in the cross-section, even as we add an exhaustive set of controls. In column 6 we see that mean reversion persists if we include an MSA fixed effect and consider only time series variation.¹⁷ In column 7 we account for the possibility of an endogenous relationship between changes in AADT and changes in population by instrumenting for the latter using our population change instrument described above. This IV estimate shows mean reversion similar to what we see in the OLS regressions.

In appendix table 9 (in a separate appendix), we replicate these regressions for corresponding measures of AADT for Interstates Highways in urbanized areas, non urban interstates, and major urban roads and find evidence of convergence for these roads as well.

Traffic and transit

The fundamental law of road congestion requires that new road capacity be met with a proportional increase in driving. A corollary is that if we were to somehow remove a subset of a city's drivers from a city's roads, then others would take their place. We can think of public transit

¹⁶This high elasticity of the demand for VKT is consistent with the findings on road charging. See for instance Leape (2006) on the London congestion charge.

¹⁷The much higher coefficient obtained in this regression is reminiscent of results in GDP growth regressions and might be explained by the greater importance of measurement error for differences than for levels.

Table 7: Convergence in daily traffic.

	[1]	[2]	[3]	[4]	[5]	[6]
	OLS	OLS	OLS	OLS	OLS, FE	TSLs
Dependent variable: Change in ln daily traffic (AADT) for interstate highways, entire MSAs.						
Initial ln IH AADT level	-0.11 ^a (0.02)	-0.12 ^a (0.02)	-0.17 ^a (0.02)	-0.22 ^a (0.03)	-0.98 ^a (0.05)	-0.17 ^a (0.02)
$\Delta \ln(\text{pop.})$		0.38 ^a (0.10)	0.48 ^a (0.11)	0.29 ^b (0.14)		0.69 ^b (0.31)
Geography			Y	Y		Y
Census div.			Y	Y		Y
Initial Share Manuf.				Y		Y
Hist. pop.				Y		Y
Socio-econ. char.				Y		
R^2	0.26	0.32	0.39	0.44	0.82	-
First stage Stat.						47.6

All regressions include decade effects. Robust standard errors in parentheses (clustered by MSA). 456 observations corresponding to 228 MSAs for each regression. *a, b, c*: significant at 1%, 5%, 10%. Instrument for $\Delta \ln(\text{pop.})$ is expected population growth based on initial composition of economic activity.

in this way. Public transit serves to free up road capacity by taking drivers off the roads and putting them in buses or trains. It follows that an implication of the fundamental law is that the provision of public transit should not affect the overall level of vkt in a city. We now investigate this proposition.

To measure an MSA's stock of public transit, we use MSA level data on public transit. These data are based on the Section 15 annual reports, and measure public transportation as the daily average peak service of large buses in 1984, 1994, and 2004. We note that these data do not allow us to investigate other forms of public transportation, such as light rail, independently of buses.¹⁸

Since we expect that the stock of public transit in an MSA may depend in part on how congested is the road network, we are concerned that our measure of public transit will be endogenous in a regression to explain MSA interstate vkt. To deal with this issue, we again resort to instrumental variables estimation. In addition to the 1947 highway plan and 1898 railroad kilometers, we follow Duranton and Turner (2008) and use the MSA share of democratic vote in the 1972 presidential election as an instrument in this estimation.

The 1972 US presidential election between Richard Nixon and George McGovern was fought on the Vietnam War and McGovern's very progressive social agenda. It ended with Nixon's landslide victory. Places where McGovern did well are also arguably places which elected local officials with a strong social agenda. Importantly, this election also took place shortly after the 1970 Urban Mass

¹⁸There are too few MSAs with light rail to permit informative cross-sectional analysis. Our data indicate that there are only 11 MSAs with any light rail at all in 1984, and of these only 6 had more than 100 rail cars. The situation is only marginally better in 1994 when 21 MSAs had light rail or commuter rail service and 7 had more than 100 cars. We have experimented with an index that sums large buses and rail cars in the regression performed below, and found no qualitative change in our results.

Transportation Act and it only briefly predates the first oil shock and the 1974 National Mass Transportation Act that followed. While total federal support for public transportation was less than 5 billion dollars (in 2003 dollars) for the entire decade starting in 1960, the 1970 act appropriated nearly 15 billion dollars and the 1974 act appropriated 44 billion dollars. Similar levels of funding persist to the time of this writing (see Weiner, 1997, Hess and Lombardi, 2005, for a history of us public transportation). More generally, during the 1970s public transit expanded and evolved from a private fare-based industry to a quasi-public sector activity sustained by significant subsidies.

In order for a 1972 election to predict 1984 levels of public transit infrastructure, public transit funding must be persistent. In fact, the 'stickiness' of public transit provision is widely observed (Gomez-Ibanez, 1996) and is confirmed in our data. The Spearman rank correlation of bus counts between 1984 and 2004 is 0.90. Our data also suggest that MSAs which voted heavily for McGovern in 1972 made a greater effort to develop public transit in the 1970s, and these high levels of public transit persisted through our study period. Furthermore, the raw data confirms the relevance of our instrument. The pairwise correlation between log 1984 buses and 1972 democratic vote is 0.34. This partial correlation is robust to adding controls for geography and past population. In a nutshell, the 1972 share of democratic vote is a good predictor of the 1984 MSA provision of buses which then grew proportionately to population.

The argument for the exogeneity of the 1972 democratic vote is less strong than that for the road instruments.¹⁹ Nonetheless, a good argument can be made that funding for public transportation in American cities in the early 1970s was a response to contemporaneous social needs. More specifically, the provision of buses at this time did not seek to accommodate traffic congestion during the 1983-2003 period.

Two facts strengthen the case for our empirical strategy. First, as we show below, the results for public transportation are robust and stable as we change specifications. Second, when it is possible to conduct over identification tests, our results always pass these tests.

Regressions in table 8 are similar to regressions in tables 2 and 4 except that we also include the

¹⁹In particular, it is possible that a high share democratic vote in 1972 was associated with a variety of other policies and local characteristics that affected subsequent vkr . Since we control for 1980 population (and thus implicitly for growth between 1970 and 1980), we would need these policies to have long-lasting effects and not be reflected in population growth. In this respect, Glaeser, Scheinkman, and Schleifer (1995) find very weak or no association between a number of urban policies (though not public transport) and urban growth between 1960 and 1990. In addition, recent work by Ferreira and Gyourko (2009) could find no evidence of any partisan effect with respect to the allocation of municipal expenditure.

of the regressions of table 8 for each of our three cross-sections. The resulting estimates of the bus elasticity of vKT are qualitatively unchanged. As a further check, appendix table 11 repeats many of the regressions of table 8 using measures on non-urbanized interstate lane kilometers and vKT and urbanized area major road kilometers and vKT. Finally appendix table 12 repeats the regressions of table 8 using a broader measure of transit adding all train cars to our count of buses. The resulting elasticity estimates of these two tables also support the conclusion that public transit does not affect traffic levels.

Finally, we note that the finding that public transit does not reduce traffic levels should be of independent interest to policy makers.

5. Where does all the vKT come from?

Our data show that building roads elicits a large increase in vKT on those roads. We now turn our attention to understanding where all the extra vKT comes from. In particular, we consider four possible sources of demand for vKT: changes in individual behavior; the migration of people and economic activity, increases in the commercial transportation sector, and diversion of traffic from other roads.

Commercial vKT

To investigate the relationship between changes in the road network and changes in truck vKT we first use the HPMS Sample data's reports of the daily share of single unit and combination trucks using each road segment on an average day. With our other data, this allows us to calculate truck vKT for all roads in our sample. With these measures of truck vKT in hand, we replicate our earlier analysis of all vKT for truck vKT.

Table 9 reports these results. In panel A our dependent variable is all interstate highway truck vKT and the explanatory variable of interest is lane kilometers of interstate highways. In columns 1 through 5, we report the results of OLS estimates. In columns 6, 7 and 8 we include an MSA fixed effect and identify the effect of highways on truck vKT using only time series variation. In columns 9 and 10 we report TSLS where we use our three historical variables to instrument for contemporaneous lane kilometers. In every case, our estimate of the highway elasticity of truck vKT is above one and is estimated precisely. While the OLS and fixed effect estimates are generally

Table 8: VKT as a function of lane kilometers and buses, pooled regressions.

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	OLS	OLS	OLS	OLS	OLS	OLS	LIML	LIML	LIML	LIML
Panel A. Dependent variable: ln VKT for interstate highways, entire MSAs										
ln(IH lane km)	1.07 ^a (0.04)	0.82 ^a (0.05)	0.86 ^a (0.05)	0.86 ^a (0.04)	1.06 ^a (0.05)	1.06 ^a (0.05)	1.38 ^a (0.08)	0.96 ^a (0.10)	1.09 ^a (0.13)	1.18 ^a (0.17)
ln(bus)	0.14 ^a (0.02)	-0.023 (0.02)	0.026 (0.02)	0.039 ^b (0.02)	0.021 ^b (0.01)	0.012 ^c (0.01)	-0.035 (0.05)	-0.081 ^c (0.05)	0.12 (0.10)	0.21 (0.14)
ln(pop.)		0.51 ^a (0.05)	0.40 ^a (0.05)	0.26 ^b (0.12)		0.32 ^a (0.10)		0.50 ^a (0.12)	0.079 (0.21)	-0.15 (0.27)
Geography			Y	Y					Y	Y
Census div.			Y	Y					Y	Y
Socio-econ. char.				Y						Y
Hist. pop.				Y						Y
MSA fixed effects					Y	Y				Y
R ²	0.90	0.94	0.95	0.96	0.94	0.94	-	-	-	-
Overid.							0.90	0.46	0.47	0.38
First stage Stat.							23.3	21.1	9.53	5.68
Panel B. Dependent variable: ln VKT for interstate highways, urbanized areas within MSAs										
ln(IHU lane km)	1.14 ^a (0.03)	0.98 ^a (0.03)	1.00 ^a (0.02)	1.01 ^a (0.03)	0.99 ^a (0.02)	0.99 ^a (0.02)	1.32 ^a (0.06)	1.10 ^a (0.14)	1.28 ^a (0.19)	1.29 ^a (0.20)
ln(bus)	0.086 ^a (0.02)	-0.0049 (0.02)	0.038 ^c (0.02)	0.049 ^a (0.02)	0.0083 (0.01)	0.0026 (0.01)	-0.056 (0.04)	-0.078 ^c (0.05)	0.059 (0.08)	0.089 (0.09)
ln(pop.)		0.36 ^a (0.04)	0.26 ^a (0.05)	0.18 (0.13)		0.21 ^b (0.09)		0.34 ^c (0.18)	-0.083 (0.27)	-0.13 (0.28)
R ²	0.96	0.97	0.97	0.98	0.95	0.95	-	-	-	-
Overid.							0.73	0.33	0.94	0.85
First stage Stat.							23.4	6.29	5.24	2.94

All regressions include a constant and year effects. Robust standard errors clustered by MSA in parentheses. 684 observations corresponding to 228 MSAs for each regression in panel A and 576 (192 MSAs) in panel B. Instruments for buses and lane kilometers are ln 1898 railroads, ln 1947 planned interstates, and 1972 presidential election share of democratic vote. *a, b, c*: significant at 1%, 5%, 10%.

log count of large buses in an MSA as an explanatory variable. In columns 1 through 6 we present OLS regressions while in columns 7 through 10 we report LIML regressions (rather than TSLS since our set of instruments is sometimes marginally weak). In panel A of table 8 our dependent variable is log VKT for all interstates. As in results reported earlier, the lane kilometer elasticity of VKT is close to one in all specifications. The second row of panel A gives our estimates of the bus elasticity of VKT. These estimates are consistently small, are precisely estimated, do not have a consistent sign, and are often statistically indistinguishable from zero. Panel B of table 8 uses MSA VKT on urbanized area interstate highways as its dependent variable and its corresponding measure of lane kilometers as its measure of roads. While the resulting roadway elasticity estimates are somewhat larger and less precisely estimated, they are qualitatively similar to the results of panel A. For public transit as measured by the count of large buses in an MSA, the conclusion is the same as in panel A: the provision of buses does not affect total VKT in the MSA.

To check the robustness of this finding, appendix table 10 (in a separate appendix) repeats some

Table 9: Truck VKT as a function of lane kilometers, pooled regressions.

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]
	OLS	TSLs	TSLs							
Panel A. Dependent variable: ln Truck VKT for interstate highways, entire MSAs										
ln(IH lane km)	1.30 ^a (0.07)	1.16 ^a (0.13)	1.20 ^a (0.13)	1.25 ^a (0.13)	1.19 ^a (0.14)	1.46 ^a (0.26)	1.48 ^a (0.27)	1.52 ^a (0.27)	2.09 ^a (0.44)	2.32 ^a (0.43)
ln(pop.)		0.16 ^c (0.08)	0.13 (0.11)	0.23 ^b (0.10)	1.79 ^b (0.79)		2.14 ^b (0.94)	2.02 ^b (0.91)	-0.48 (0.31)	-0.77 ^b (0.34)
Geography			Y	Y	Y					Y
Census div.			Y	Y	Y					Y
Socio-econ. char.				Y	Y			Y		
Hist. pop.					Y					
MSA fixed effects						Y	Y	Y		
R ²	0.53	0.54	0.58	0.59	0.61	0.31	0.34	0.34	-	-
Overid.									0.27	0.18
First stage Stat.									16.5	11.8
Panel B. Dependent variable: ln Truck VKT for Major Roads, urbanized areas with MSAs										
ln(MRU lane km)	1.05 ^a (0.03)	0.58 ^a (0.11)	0.63 ^a (0.10)	0.66 ^a (0.09)	0.63 ^a (0.10)	0.71 ^a (0.10)	0.69 ^a (0.11)	0.69 ^a (0.11)		
ln(pop.)		0.50 ^a (0.11)	0.46 ^a (0.10)	0.49 ^a (0.10)	0.37 (0.22)		1.06 ^a (0.18)	1.07 ^a (0.18)		
R ²	0.64	0.66	0.69	0.70	0.71	0.23	0.25	0.25		

All regressions include a constant and year effects. Robust standard errors clustered by MSA in parentheses. 684 observations corresponding to 228 MSAs for each regression in panel A and 576 (192 MSAs) in panel B. Instruments are ln 1835 exploration routes, ln 1898 railroads, and ln 1947 planned interstates. *a, b, c*: significant at 1%, 5%, 10%.

within two standard deviations of one, the IV estimates in columns 9 and 10 are above 2 and are more than two standard deviations from one.

In panel B of table 9 we replicate the OLS estimations of panel A, but measure roadway and truck VKT for major urban roads (but not the TSLs because our instruments are weak). Truck VKT in cities responds less to changes in major roads than does interstate truck traffic to changes in interstates. These results are confirmed in Appendix table 13 which runs separate regressions for each decade.

In all, we find that a 10% increase in interstate highways causes about a 10-20% increase in truck VKT, so that commercial traffic is at least as responsive to road supply as other traffic.

In a separate appendix, we also examine the relationship between roads and employment in traffic intensive activities. We use County Business Patterns data for 1983, 1993, and 2003. These data provide county level information on employment in "Motor freight transportation and warehousing" (SIC 42). Appendix tables 14 and 15 present results of regressions predicting log MSA employment in trucking and warehousing. These regressions show that employment in this sector increases with interstate lane kilometers, that it is more responsive to the supply of non-urbanized area interstate than to the supply of urbanized area interstate, and that it has become more sensitive to changes in the supply of interstate highways over the course of our study period.

Overall, our findings suggest that improvements to highways cause large increases in the use of these routes by long-haul truckers, and that improvements to the local road network cause smaller increases in local commercial traffic.

Individual driving behavior and highways

We now investigate the extent to which individual or household driving behavior changes in response to changes in the extent of an MSA's interstate network. To accomplish this, we look at the relationship between lane kilometers of interstate highway and three different measures of individual and household driving taken from the NPTS.

We estimate two basic equations using our two pooled cross-sections of the NPTS. The first is our city level cross-section estimating equation (2), adjusted to reflect the fact that our unit of observation is now a person or household in a particular city and year. In particular, we estimate,

$$\ln(Q_j^{\text{AR}}) = A_0 + \rho_{R^{\text{IH}}}^{\text{Q}^{\text{AR}}} \ln(R_{ij}^{\text{IH}}) + A_1 X_{ij} + \epsilon_j, \quad (12)$$

where Q_j^{AR} denotes vkt on all roads for household (or individual) j and i indexes MSAs. Because of the log specification, the coefficient on lane kilometers is the elasticity of household vkt on all roads with respect to highway lane kilometers. We include as control variables both MSA level characteristics and individual demographic characteristics, and allow for clustering of errors at the MSA level.

Our second equation is the individual or household level analog of our instrumental variables estimating equation (5). Here, our first stage equation predicts interstate kilometers and is identical to the first stage in equation (5), the second stage corresponds to equation (12).

Summary statistics for the NPTS are provided in table 5. Table 10 reports the results of regressions to explain three measures of individual driving using pooled cross-sections from the 1995 and 2001 NPTS. Panel A of the table presents OLS estimates and panel B presents TSLS estimates. In the first three columns our dependent variable is commute kilometers on a typical day for all NPTS individuals who commute. In columns 4 through 6 our dependent variable is total household person vehicle kilometers on a particular travel day. In columns 7 through 9, our dependent variable is total vkt by all household vehicles in the survey year.

With the exception of the regression in column 7, for which there is no measurable relationship between interstate kilometers and household vehicle kilometers, all estimates suggest a positive

Table 10: Individual travel as a function of interstate lane kilometers.

	ln commute distance			ln HH daily VKT			ln HH annual VKT		
	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]
Panel A (OLS) on interstate highways, entire MSAs.									
ln(IH lane km)	0.086 ^a (0.01)	0.061 ^a (0.02)	0.065 ^a (0.02)	0.036 ^a (0.01)	0.065 ^a (0.02)	0.061 ^a (0.02)	-0.019 (0.02)	0.051 ^b (0.02)	0.052 ^b (0.02)
ln(pop.)		0.026 (0.02)	0.066 (0.08)		-0.011 (0.02)	0.10 (0.12)		-0.045 ^b (0.02)	-0.089 (0.10)
Geography		Y	Y		Y	Y		Y	Y
Census div.		Y	Y		Y	Y		Y	Y
Hist. pop.			Y			Y			Y
Observations	46321	46321	46321	19016	19016	19016	17865	17865	17865
R ²	0.06	0.07	0.07	0.14	0.14	0.14	0.24	0.25	0.25
Panel B (TSLs) on interstate highways, entire MSAs. Instruments: ln 1898 railroads and ln 1947 planned interstates									
ln(IH lane km)	0.090 ^a (0.01)	0.094 ^a (0.03)	0.10 ^a (0.03)	0.058 ^a (0.02)	0.15 ^c (0.08)	0.15 ^c (0.08)	-0.0040 (0.02)	0.11 ^c (0.06)	0.13 ^b (0.06)
ln(pop.)		-0.00018 (0.03)	0.059 (0.08)		-0.083 (0.07)	0.057 (0.12)		-0.095 ^b (0.05)	-0.13 (0.11)
Observations	46321	46321	46321	19016	19016	19016	17865	17865	17865
Overid.	0.11	0.25	0.98	0.11	0.039	0.13	0.69	0.28	0.16
First stage Stat.	54.5	20.2	18.9	68.6	17.1	15.8	66.5	16.2	14.9

All regressions include a constant. Standard errors in parentheses, clustered by MSA. 228 MSAs represented in all regressions. *a*, *b*, *c*: significant at 1%, 5%, 10%.

and statistically significant relationship between the extent of the highway network and individual travel. Our preferred estimates are the TSLs estimates in panel B. These estimates suggests that a 10% increase in the extent of the interstate network causes about a 1% increase in individual driving on all roads. While the NPTS data does not reveal which classes of roads accommodate this increase in driving, in what follows we use the HPMS to explore the diversion of traffic between classes of roads.

Population growth

By reducing the cost of transportation within a city, all else equal, improvements to a city's road network make a city more attractive relative to other cities. Given the high mobility of the us population, this suggests that changes to a city's road network should be met with changes to a city's population. In fact, this conjecture appears to be true, and the extant literature estimates the size of this effect.

Both Michaels (2008) and Chandra and Thompson (2000) provide suggestive evidence. Both papers consider the effect of improvements in access to the interstate system on rural counties in the us. Michaels (2008) finds that an interstate highway in a rural county leads to large increases in

retail earnings. Chandra and Thompson (2000) find that improved access to the interstate system causes an overall increase in firm earnings. Together, these results show that interstate highways cause increases in the level of local economic activity. To the extent that population levels and overall economic activity are linked, this suggests that improvements to the interstate network lead to population increases.

Duranton and Turner (2008) provide more direct evidence. Duranton and Turner (2008) consider US MSAs between 1980 and 2000, and investigate the way that population growth responds to changes in the road network. Like the current paper, they rely on an early plan of the interstate highway network and 1898 railroad routes as instruments for the modern road network. They find that a 10% increase the extent of the road network causes a 1.3% increase in MSA population over 10 years, and a 2% increase over 20 years.

Diversion from other roads

We measure traffic and lane kilometers for three exclusive classes of roads in each MSA; urbanized area interstates, non-urbanized area interstates, and major urbanized area roads. These data allow direct tests of whether changes to one class of roads affects VKT on the others. In particular, we estimate each of the three following variants of equation (2),

$$\ln(Q_{it}^{IHU}) = A_0 + \rho_{R^{IHU}}^{QH} \ln(R_{it}^{IHU}) + \rho_{R^{IHNU}}^{QH} \ln(R_{it}^{IHNU}) + \rho_{R^{MRU}}^{QH} \ln(R_{it}^{MRU}) + A_1 X_{it} + \epsilon_{it} \quad (13)$$

$$\ln(Q_{it}^{IHNU}) = B_0 + \rho_{R^{IHU}}^{QH} \ln(R_{it}^{IHU}) + \rho_{R^{IHNU}}^{QH} \ln(R_{it}^{IHNU}) + \rho_{R^{MRU}}^{QH} \ln(R_{it}^{MRU}) + B_1 X_{it} + \gamma_{it} \quad (14)$$

$$\ln(Q_{it}^{MRU}) = C_0 + \rho_{R^{IHU}}^{QH} \ln(R_{it}^{IHU}) + \rho_{R^{IHNU}}^{QH} \ln(R_{it}^{IHNU}) + \rho_{R^{MRU}}^{QH} \ln(R_{it}^{MRU}) + C_1 X_{it} + v_{it}. \quad (15)$$

In equation (13), $\rho_{R^{IHNU}}^{QH}$ is the urbanized area interstate VKT elasticity of non urbanized area interstate lane kilometers. If, for example, this parameter is -0.1 then a 10% increase in non-urbanized area interstate lane kilometers results in a 1% decrease in urbanized area interstate VKT. Interpretation of other coefficients is similar.

Table 11 reports estimates of equations (13)-(15). In all regressions we pool our three cross-sections of HPMS data and use OLS. Panel A presents estimates of equation (13). In these regressions our dependent variable is urbanized area interstate VKT and the dependent variables of interest are the three measures of lane kilometers. The first five columns exploit cross-sectional variation and from left to right, use progressively more exhaustive lists of controls. In columns 6 through 8 we include an MSA fixed effect and exploit only time series variation. Panels B and C are similar to

panel A, but use non-urbanized interstate VKT and major urbanized area road VKT as dependent variables.

Consistent with our earlier results we see that VKT elasticity of own lane kilometers is close to one in all specifications. The largest estimated cross elasticity is 0.22 for the non-urbanized area interstate VKT elasticity of urbanized area major road lane kilometers, in column 1, row 3 of panel B. This estimate is not robust to the addition of controls, and is negative or indistinguishable from zero in other specifications. The estimate of the urbanized area interstate VKT elasticity of urbanized area major road lane kilometers in row 3 column 1 of panel A is similar. Other cross-elasticities are generally quite small. Our preferred regressions are reported in column 5. In this specification, all cross-elasticities are negative with magnitudes no larger than 0.1. In sum, table 11 suggests that, while traffic diversion does occur in response to changes in the road network, the fundamental law of road congestion mainly reflects traffic creation not traffic diversion.

In a separate appendix, we confirm these results in appendix tables 16 and 17. In these tables we replicate the results of table 11 in decade by decade OLS regressions and in first difference regressions.

An accounting exercise

The fundamental law of road congestion requires that changes in the extent of the road network are met with proportional changes in traffic. We have suggested four possible sources for this increase in traffic; changes in trucking and commercial driving, changes in individual or household driving behavior, changes in population, and diversion of traffic. We now consider whether these four sources are sufficient to explain the fundamental law and assess their relative importance.

To begin, consider a 10% increase in the interstate network of an average MSA around 2000. Using our preferred estimate from column 5 of table 4, this increase causes a 10.4% increase in VKT on the interstates of our hypothetical city.

In table 1 we see that in 2003, trucks accounted for 13% of VKT on interstate highways in an average MSA. In table 9, our preferred specification is column 10, where the truck VKT elasticity of interstate highways is about 2.3. This means that a 10% increase in the stock of roads causes about a 23% increase in truck VKT and a 2.9% increase in overall interstate VKT, about 28% of the total increase in VKT caused by our 10% increase in roads. While our preferred elasticity of 2.3 may

Table 11: VKT as a function of lane kilometers for different types of roads, pooled OLS.

	[1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]
Panel A. Dependent variable: ln VKT for interstate highways, urbanized areas within MSAs								
ln(IHU lane km)	1.09 ^a (0.03)	1.01 ^a (0.03)	1.04 ^a (0.03)	1.03 ^a (0.03)	1.04 ^a (0.03)	1.00 ^a (0.03)	1.00 ^a (0.03)	0.98 ^a (0.03)
ln(IHNU lane km)	-0.026 (0.03)	-0.083 ^a (0.03)	-0.086 ^a (0.02)	-0.087 ^a (0.02)	-0.099 ^a (0.02)	0.063 ^b (0.03)	0.059 ^c (0.03)	0.061 ^b (0.03)
ln(MRU lane km)	0.22 ^a (0.04)	-0.13 ^b (0.06)	-0.12 ^b (0.06)	-0.12 ^b (0.05)	-0.100 ^b (0.05)	-0.042 (0.03)	-0.049 (0.03)	-0.049 (0.03)
ln(pop.)		Y	Y	Y	Y		Y	Y
Geography			Y	Y	Y			
Census div.			Y	Y	Y			
Socio-econ. char.				Y	Y			Y
Hist. pop.					Y			
MSA fixed effects						Y	Y	Y
R ²	0.96	0.97	0.97	0.98	0.98	0.94	0.94	0.95
Panel B. Dependent variable: ln VKT for interstate highways, outside urbanized areas within MSAs								
ln(IHU lane km)	0.032 (0.04)	-0.049 (0.03)	-0.030 (0.03)	-0.030 (0.03)	-0.013 (0.03)	0.014 (0.03)	0.0057 (0.03)	-0.0057 (0.03)
ln(IHNU lane km)	0.87 ^a (0.04)	0.81 ^a (0.03)	0.84 ^a (0.03)	0.85 ^a (0.02)	0.83 ^a (0.02)	0.97 ^a (0.03)	0.96 ^a (0.03)	0.96 ^a (0.03)
ln(MRU lane km)	0.22 ^a (0.05)	-0.14 ^b (0.05)	-0.053 (0.05)	-0.046 (0.05)	-0.013 (0.05)	-0.012 (0.03)	-0.021 (0.03)	-0.020 (0.03)
R ²	0.85	0.88	0.92	0.92	0.93	0.89	0.89	0.90
Panel C. Dependent variable: ln VKT for Major Roads, urbanized areas within MSAs								
ln(IHU lane km)	0.015 (0.02)	-0.049 ^a (0.02)	-0.049 ^a (0.02)	-0.057 ^a (0.01)	-0.048 ^a (0.01)	-0.016 (0.02)	-0.026 (0.02)	-0.034 (0.02)
ln(IHNU lane km)	0.042 ^b (0.02)	-0.0038 (0.02)	0.00063 (0.02)	-0.0044 (0.01)	-0.0042 (0.01)	0.029 (0.02)	0.022 (0.02)	0.022 (0.02)
ln(MRU lane km)	1.09 ^a (0.03)	0.81 ^a (0.03)	0.82 ^a (0.03)	0.81 ^a (0.03)	0.82 ^a (0.03)	0.85 ^a (0.03)	0.84 ^a (0.03)	0.84 ^a (0.03)
R ²	0.97	0.98	0.99	0.99	0.99	0.93	0.94	0.94

All regressions include a constant and year effects. Robust standard errors clustered by MSA in parentheses. 572 observations corresponding to 192 MSAs for each regression. *a, b, c*: significant at 1%, 5%, 10%.

seem high, the average of all estimates in panel A of table 9 is 1.5. This value would imply that trucks represent 18% of the total increase in VKT. Therefore, we estimate that trucks account for between 18 and 28% of the total increase in interstate VKT that results from our hypothetical 10% increase in interstate lane kilometers.

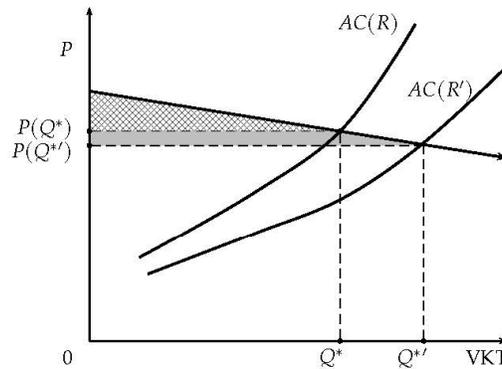
For migration, taking the preferred estimate from Duranton and Turner (2008), our 10% increase in the interstate network causes about a 2% increase in population. From column 5 of table 4, the MSA population elasticity of interstate VKT is 0.23. Together, these two elasticities suggest that a 10% increase in population results in about a 0.5% increase interstate VKT, about 5% of the total increase. This elasticity of 0.23 is estimated in a regression that also controls for decennial population levels between 1920 and 1970. Because decennial population levels are highly correlated, this may understate the effect of population on VKT. Appendix table 6 which controls for the endogeneity

of population in first difference reports higher estimates. Our favored estimate in column 5 is 0.76. This alternative value implies that population growth represents 15% the total effect of an extension in interstate lane kilometers. Therefore, we estimate that migration accounts for between 5 and 15% of the total increase in interstate vkt that results from our hypothetical 10% increase in interstate lane kilometers.

Turning to substitution across roads, we suppose that the 10% increase in our MSA's interstate lane kilometers network is accomplished by increasing both urbanized and non-urbanized interstates by 10%. Since we are considering increases to both classes of interstate highways, we need only be concerned with diversion of traffic from major urbanized area roads. This is estimated in panel c of table 11. Our preferred specification is in column 5. In rows 1 and 2, we see that a 10% increase in urbanized and non-urbanized interstate causes a decrease in major urban road vkt of 0.48% and 0.04%, respectively. That is, our 10% increase in interstate lane kilometers diverts 0.52% of traffic from major urban roads. Using the levels of vkt for major urban and all interstates given in table 1 allows us to calculate that this diversion amounts to about a 1% increase in interstate vkt, or about 10% of the total effect of our hypothetical 10% extension. Because many estimates in table 11 (or in appendix tables 16 and 17) indicate no substitution from major urban roads towards interstates, we cannot rule out the absence of a substitution effect. Therefore, we estimate that the diversion of traffic from other classes of roads accounts for between 0 and 10% of the total increase in interstate vkt that results from our hypothetical 10% increase in interstate lane kilometers.

Calculating the contribution of changes to household behavior is more difficult. Table 10 estimates the effect of interstate lane kilometers on individual driving behavior. Our preferred estimates of this elasticity is 0.13 in column 9 of panel B (and is very close to the corresponding estimate for alternative measures of vkt in columns 3 and 6). A 10% increase in interstate lane kilometers causes a 1.3% increase in household annual vkt. Unfortunately, our data do not allow us to apportion household driving to different road networks. A first possibility is to assume that this 1.3% increase in driving is proportional to current driving across all road networks. Since households represent 87% of interstate vkt, this 1.3% increase represents an increase in interstate vkt of 1.1% or 11% of the total increase in interstate vkt caused by a 10% increase in lane kilometers. This is arguably an unrealistic lower bound. Alternately, suppose that the 1.3% increase in household driving takes place only on interstates (recall that we earlier reported that about 24% of vkt takes place on interstates). In this case, the increase in interstate vkt would

Figure 5: Second best surplus from change in VKT.



account for 4.8% of the total change in VKT or 46% of the effect of our expansion in lane miles. This constitutes an upper-bound. Therefore, we estimate that increases in household driving account for between 11 and 46% of the total increase in interstate VKT that results from our hypothetical 10% increase in interstate lane kilometers.

To sum up, of four possible sources for the new traffic following an increase in lane kilometers of interstates, changes to individual behavior and changes in commercial driving are the most important. Migration and traffic diversion are significantly less important. We also note that if we take the upper bound for the shares of all four sources we account for the entire increase in VKT.

6. Welfare calculation

Highway provision and welfare

That expansions of highways are met with large increases in VKT is sometimes used to argue that the social value of new road capacity is low (Cervero, 2002, reports several such claims). To understand why this argument is false, it is helpful to return to our simple model of the demand and supply of traffic.

Figure 5 describes demand and supply for VKT, and is similar to figure 1, except that it also represents the welfare gain for VKT associated with an increase in lane kilometers from R to R' . Note first that the total cost of supplying Q with R is simply the average cost times quantity,

$AC(R) \times Q^*$.²⁰ In figure 3, this is the area of the rectangle whose northeast corner is the equilibrium point and whose southwest corner is the origin. The consumers' surplus associated with Q^* is the area under the demand curve and above average cost between 0 and Q^* . It is equal to the social surplus and it is represented by the hatched triangle in the figure. If we increase lane kilometers to R' we see that the resulting marginal change to this surplus is given by the area of the shaded quadrilateral in figure 3.

We note three issues before proceeding. First and because the equilibrium is inefficient, we compute the welfare change associated with an increase in the stock of highways given free access to these highways. Estimating first-best VKT for given R is beyond the reach of our data because such an estimation requires an estimation of the marginal cost function for VKT. Moreover, given that comprehensive congestion pricing is, optimistically, still some distance in the future, the calculation of such an optimum is of little practical value to policy makers. Second, we consider a small increase in lane kilometers in one MSA. We assume it does not affect travel conditions in other MSAs. Third, this calculation ignores any cost or benefit effect not reflected in the cost curve. Possible examples include pollution, carbon emissions, greater productivity or improved land access.²¹ A full welfare calculation taking into account general equilibrium and external effects is beyond the scope of this paper and would require additional detailed land market information in the tradition of Mohring (1961). Here, we focus only on travel issues which are often the key justification put forward in favor of road investments.

Suppose that in figure 3, R' is one percent larger than R . After dropping the * superscript for equilibrium values, it follows that $Q' \approx (1 + \rho_R^Q/100)Q$. Considering only the cost of driving that varies with VKT, we have $P' \approx (1 + \rho_R^P/100)P$ where ρ_R^P is the elasticity of the cost of VKT with respect to lane kilometers. Hence the change in surplus, ΔW , associated with a 1% increase in the stock of lane kilometers is,

$$\begin{aligned} \Delta W &\approx \frac{1}{2} (Q + Q') \times (P - P') \\ &= - \left(1 + \frac{\rho_R^Q}{200}\right) Q \times \frac{1}{100} \rho_R^P P. \end{aligned} \tag{16}$$

²⁰We ignore the cost of building and maintaining roads for the time being.

²¹To understand this last point, consider a central city and a close suburb, both with a unit supply of residences and hosting half the residents each. Assume the highway between central city and the close suburb that all suburban residents use is doubled in length to reach a remote suburb. Each location then hosts a third of the residents and this leads to a doubling of VKT. However the utility of residents increases since land consumption per capita is now 50% larger. We are grateful to Edward Glaeser for this point.

We note that $\rho_R^P = \rho_Q^P \times \rho_R^Q$, where ρ_Q^P is the VKT elasticity of the price of VKT, that is, the inverse of the price elasticity. Using this elasticity decomposition, dividing by the amount of new lane kilometers, $R/100$, and rearranging gives the marginal welfare gain associated with an additional lane kilometer. Using the superindex IH to denote interstate highways, we have

$$\Delta w^{IH} \approx -\rho_{Q^{IH}}^{P^{IH}} \rho_{R^{IH}}^{Q^{IH}} P^{IH} \left(1 + \frac{\rho_{R^{IH}}^{Q^{IH}}}{200}\right) \frac{Q^{IH}}{R^{IH}}. \quad (17)$$

Because of substitution between highways and other roads, we expect an increase in highway lane kilometers to affect also the cost of driving on other roads. Similar arguments lead us to write the expression for the marginal welfare change for other roads corresponding to (17) as,

$$\Delta w^{OR} \approx -\rho_{Q^{OR}}^{P^{OR}} \rho_{R^{IH}}^{Q^{OR}} P^{OR} \left(1 + \frac{\rho_{R^{IH}}^{Q^{OR}}}{200}\right) \frac{Q^{OR}}{R^{IH}}. \quad (18)$$

In this expression we use OR to superindex quantities for other roads so that Q^{OR} is VKT on other roads, P^{OR} its price, $\rho_{Q^{OR}}^{P^{OR}}$ the highway VKT elasticity of the price of driving on other roads, and $\rho_{R^{IH}}^{Q^{OR}}$, the highway elasticity of other road VKT.

Finally, the total marginal welfare gain from an additional lane kilometer of highway is $\Delta w = \Delta w^{IH} + \Delta w^{OR}$.

A complete calculation of all the terms in (17) and (18) requires data well beyond what we have available. Nonetheless, we can compute an upper bound for Δw . First, as shown by table 11 an increase in highway lane kilometers has a stronger effect on highway VKT than on VKT on other roads so that $\rho_{R^{IH}}^{Q^{IH}} > \rho_{R^{IH}}^{Q^{OR}}$. Second, according to the US FHWA (2005), VKT on interstates represents about one quarter of total VKT so that $Q^{OR} \approx 3 Q^{IH}$. Under these assumptions, it is simple to show that:

$$\Delta w < -\rho_{R^{IH}}^{Q^{IH}} \frac{Q^{IH}}{R^{IH}} \left(1 + \frac{\rho_{R^{IH}}^{Q^{IH}}}{200}\right) \left(\rho_{Q^{IH}}^{P^{IH}} P^{IH} + 3 \rho_{Q^{OR}}^{P^{OR}} P^{OR}\right). \quad (19)$$

Third, we note that our information for the time cost of driving is from the NPTS. It is for all roads and cannot distinguish between highways and other roads. Thus, to evaluate equation (19) we must transform it so that all terms involving the cost of travel are evaluated over all roads. This is possible under the mild assumptions described below.

With about three times as much traffic on other roads as on highways, the price of driving on all roads can be approximated by $P^{AR} \approx [3 P^{OR} + P^{IH}] / 4$ and its corresponding highway VKT elasticity is $\rho_{Q^{AR}}^{P^{AR}} \approx (3 \rho_{Q^{OR}}^{P^{OR}} + \rho_{Q^{IH}}^{P^{IH}}) / 4$, where the superindex 'AR' is used for quantities that apply to all roads. Fourth, we expect the cost of driving to be higher on other roads than on interstates,

$P^{OR} > P^{IH}$. Under reasonable demand conditions, we also expect the highway vkt elasticity of the cost of highway driving to be larger than the highway vkt elasticity of the cost of driving on other roads, $-\rho_{Q^{IH}}^{P^{IH}} > -\rho_{Q^{IH}}^{P^{OR}}$. Under these assumptions, a simple argument shows that $4(-\rho_{Q^{IH}}^{P^{AR}})P^{AR} > (-\rho_{Q^{IH}}^{P^{IH}})P^{IH} + 3(-\rho_{Q^{IH}}^{P^{OR}})P^{OR}$. It follows immediately that,

$$\Delta w < \rho_{R^{IH}}^{Q^{IH}} \frac{4 Q^{IH}}{R^{IH}} \left(1 + \frac{\rho_{R^{IH}}^{Q^{IH}}}{200} \right) P^{AR} \left(-\rho_{Q^{IH}}^{P^{AR}} \right). \quad (20)$$

In this expression, Q^{IH}/R^{IH} is interstate highway AADT which can be read directly from the HPMS data for each MSA. Using the fundamental law of highway congestion, we have $\rho_{R^{IH}}^{Q^{IH}} = 1$. This implies:

$$\Delta w < 4.02 \text{AADT}^{IH} \times P^{AR} \left(-\rho_{Q^{IH}}^{P^{AR}} \right). \quad (21)$$

Time in vehicle

To estimate P^{AR} and its associated highway vkt elasticity, we consider both the time cost of driving and the cost of operating a vehicle. Since the elasticities are likely to differ, we consider both components separately:

$$\rho_{Q^{IH}}^{P^{AR}} P^{AR} \equiv \rho_{Q^{IH}}^{TC^{AR}} TC^{AR} + \rho_{Q^{IH}}^{VOC^{AR}} VOC^{AR}, \quad (22)$$

where TC denotes time-in-vehicle cost and VOC denotes vehicle operating costs.

Measuring time-in-vehicle costs TC^{AR} is relatively straightforward. Using the NPTS trip data, we compute time per kilometer by inverting our estimates of trip speed for each MSA.²² Census data for mean MSA incomes in 2000 allows us to calculate an MSA hourly income assuming 2500 hours per year.²³ We adjust this wage by a ‘wage factor’ to take into account that workers may not value time in vehicle in the same way as time at work. The product of hours per kilometer by hourly wage adjusted by a wage factor is our measure of TC^{AR} . According to Small and Verhoef (2007), the standard approach in transportation studies is to value the time cost of commuting at half the wage. We follow this approach. As an illustration and taking median MSA values, 0.023 hour per kilometer valued at a 2000 hourly wage of \$ 20.20 adjusted by a factor of 50% (and inflation) implies a time cost of \$ 0.26 per km in 2008 dollar.

²²Focusing on regular commutes rather than all trips on a given day leads to a slightly lower cost per kilometer. We retain the higher number.

²³The American Time Use Survey reports around 1260 hours of work per person above the age of 15 annually. With 2.66 people per household and slightly less than 80% of the population above the age of 15, this implies around 2,630 hours of work per household annually. We take 2,500 to remain conservative. This yields wages about 15% higher in real terms than wages from the us Bureau of Labor Statistics as used by Ng and Small (2008).

The elasticity $\rho_{Q_{IH}}^{TCAR}$ is what is estimated in table 6.²⁴ The first four columns of panel A of the table estimate $\rho_{Q_{IH}}^{TCAR}$ using commutes times per kilometer for TC^{AR} and VKT for MSA interstates. The estimates are between -0.05 and -0.06 when we control for city characteristics. Using measures of TC^{AR} from all household driving leads to slightly lower OLS estimates and a similar TSLS estimate. Given these results, we use -0.06 as baseline value for $\rho_{Q_{IH}}^{TCAR}$. Because we have less confidence in this elasticity than in our unit value for $\rho_{R_{IH}}^{Q_{IH}}$ and because it plays an important role in (21), we examine below the sensitivity of our results to alternative values.

Vehicle operating cost

For vehicle operating costs, we concentrate on fuel consumption. This is likely to be the main component of vehicle operating costs which varies with traffic conditions (at least over the range that we consider).

According to engineering evidence for 9 cars from 1997 cited in Davis, Diegel, and Boundy (2008), a 20% increase in speed from about 40 to 48 km/h leads to a 5% decrease in fuel consumption, which implies an arc elasticity of around -0.25 for the speed elasticity of fuel consumption. This speed elasticity can then be multiplied by the elasticity of speed to highway lane kilometers, that is the opposite of the elasticity of time per kilometer to interstate lane kilometers, to obtain the relevant elasticity, $\rho_{Q_{IH}}^{VOCAR}$. While we believe that 40 to 48 km/h is the relevant speed range to consider given the descriptive statistics for speed in table 5, we note that further increases in speed lead to first a flattening and then an increase in fuel consumption. For fuel consumption, we take 0.075 l/km. This is slightly above the numbers reported in the NPTS. Then we value this fuel consumption at the average price across US states of 0.37 \$/l for 2001. With these values, we obtain \$ 0.03 per kilometer for 2008.

Viewed differently and using (22), this cost of \$ 0.03 per kilometer multiplied by the speed elasticity of consumption of 0.25 can be added to TC^{AR} before multiplying it by $\rho_{Q_{IH}}^{TCAR}$. This added quantity is less than \$ 0.01 per kilometer relative to our value of about \$ 0.26 for the time cost. This suggests that our calculation is not sensitive to the assumptions made for vehicle operating costs. Even a tripling of fuel prices would make little difference here.

²⁴There is a tiny difference in that table 6 uses a cost measured in units of time as opposed to a dollar cost. The OLS estimates for the dollar cost elasticity are the same. We are not confident that our instrumentation strategy works for dollar costs per kilometers since we expect our instruments to affect local earnings through channels other than VKT.

A welfare calculation

We can now compute the upper bound for Δw given by (20) and (22) for 228 MSAs. Taking $\rho_{QH}^{TCAR} = -0.06$, we find that the MSA mean of the upper bound on the welfare gain for an extra lane kilometer of highway is \$227,000 by year. Unsurprisingly, there is considerable cross-MSA variation in this upper bound, with values around or below \$40,000 for Great Falls (MT), Casper (WY), and Lawton (OK) and values near or above \$600,000 for Chicago, Miami, Washington, San Francisco, and West Palm Beach.

We now turn to the cost of new lane kilometers of highways. Duranton and Turner (2008) use data from the US Federal Government, to argue for an annual cost per kilometer of \$450,000 for maintenance of interstates. With an MSA average of 4.5 lanes by highway, this figure suggests an annual maintenance cost per lane kilometer around \$100,000. For estimates of construction costs, we rely on figures recently proposed by Ng and Small (2008). For 2006, the total costs of an extra lane kilometer of expressways are m\$3.64 for MSAs with a population less than 200,000, m\$5.34 for MSAs with a population between 200,000 and 1 million, and m\$11.96 for MSAs with a population greater than 1 million. Taking a cost of capital of 5% per year, these figures imply an MSA average capital cost of \$419,000 per year per lane kilometer of interstate. Hence, on average the cost of an extra lane kilometer of highway is about \$519,000 annually, or more than twice as large as the average upper bound of the welfare gain from a lane kilometer of interstate.

The difference between costs and the upper bound of welfare is, of course, not the same across MSAs. The lower bound on net welfare losses associated with a kilometer of interstate highway is around \$500,000 for the bottom five cities: Rochester (NY), Grand Rapids (MI), Oklahoma City (OK), Greensboro (NC), and Las Vegas (NV). Only five MSAs would experience a net maximum welfare gain of an average \$70,000. They are West Palm Beach and Fort Myers in Florida, Providence, San Francisco and Colorado Springs. Interestingly, the largest MSAs are not all doing well here because of their much higher construction costs.

ρ_{QH}^{TCAR} must reach an implausible -0.111 for the mean difference between costs and maximum gains to become positive on average. In sum, under our preferred set of assumptions, the costs of an extra kilometer of interstate exceeds its maximum benefits by a factor of more than two. It is only when we double the elasticity of speed to highway provisions that we can recover those costs. Hence, even though US interstates are increasingly busy and congested, an across-the-board expansion would yield small welfare gains relative to the costs.

Clearly this conclusion does not mean that no new road should ever be built or that no road should ever be enlarged. The removal of bottlenecks on busy roads, or other similar expansions, may lead to sufficient time gains to justify the investment. While we may conjecture about whether the positive external benefits of investments in new interstates are large enough to justify their construction, savings of transportation costs alone do not.

7. Conclusion

This paper analyzes new data describing city level traffic in the continental us between 1983 and 2003. By exploiting the fact that our data describe urbanized and non-urbanized area interstates along with urban roads, we not only confirm the ‘fundamental law of highway congestion’ suggested by Downs (1962), but also provide evidence that this law extends beyond urban highways. That is, our data suggests a ‘fundamental law of road congestion’ where the extension of most major roads is met with a proportional increase in traffic. Not only do we provide direct evidence for this law, but also show find evidence that three implications of this law; near flat demand curve for VKT, convergence of traffic levels, and no effect of public transit on traffic levels.

We also consider the sources of new traffic elicited by extensions to the interstate network. We find that changes to individual driving behavior and increases in trucking are most important. Migration is somewhat less important. Surprisingly, diversion of traffic from other road networks does not appear to play a large role. Importantly, our data provide little evidence that extensions of public transit will reduce traffic.

High levels of induced demand do not necessarily imply that improvements to the highway system are not in the public interest. However, our calculations suggest that an average extension of the interstate network does not result in sufficient travel time improvements to justify its cost. Two caveats apply here. First, our welfare calculation excludes some possible external benefits unrelated to travel time savings. Second, certain specific improvements of the system, for example inexpensive improvements to bottlenecks, may well be justified even if an across the board expansions are not.

A similar comment applies to public transit. The fact that increases in public transit do not reduce traffic does not imply that such improvements are not in the public interest. While we are not able to perform a welfare calculation to evaluate extensions to bus based public transit, we

suspect on the basis of earlier research (Kain, 1999, Duranton and Turner, 2008) that improvements to bus-based public transit are often welfare improving.

We make two final remarks in closing. First, throughout our analysis we find that our instrumental variables estimations show find a similar relationship between roads and traffic as does OLS. Positing the validity of our instruments, this suggests that the assignment of roads to MSAs is unrelated to traffic (conditional on control variables). If true, this almost certainly results in lower welfare than would assigning roads to places with higher traffic levels. Second, we note that this research eliminates both capacity expansions and extensions to public transit as policies to combat traffic congestion. On the other hand, our estimates of the demand for VKT indicate that VKT is quite responsive to price. Together, these findings strengthen the case for congestion pricing as a policy response to traffic congestion.

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Roadblocks ahead



TECHNOLOGY 24 January 1998

By [Mick Hamer](#)

CLOSING roads cuts traffic, according to a report due out next month. The study, commissioned by London Transport and the Department of the Environment, Transport and the Regions, suggests that the computer models used by urban transport planners produce the wrong answers.

The report is also bound to lead to calls for the British government’s White Paper on transport, due later this year, to include a radical programme of pedestrianisation and expanded public transport.

Computer models used by transport planners effectively assume that closing one road moves traffic elsewhere, causing congestion. But researchers led by Phil Goodwin of University College London, the government’s adviser on transport policy, found that this is not what happens. The team analysed 60 cases worldwide where roads had been closed-or their ability to carry traffic significantly reduced.

Goodwin’s draft report shows that on average 20 per cent of the traffic that used a road seems to evaporate after it has been closed. In some cases up to 60 per cent vanishes. The examples studied by Goodwin’s team were mostly in urban areas. However, the same arguments may also apply away from major cities.

“There is more scope for traffic restraint,” says Steve Atkins of London Transport, who was involved in commissioning the study. He described the results at the Institution of Highways and Transportation in London earlier this week.

The report is the logical extension of the finding that building new roads generates traffic, accepted in 1994 by the government’s Standing Advisory Committee on Trunk Road Assessment. “If extra road capacity generates more traffic, then the closure of roads is bound to cause less traffic,” says Keith Buchan, a London-based transport consultant who advises the government on traffic forecasts

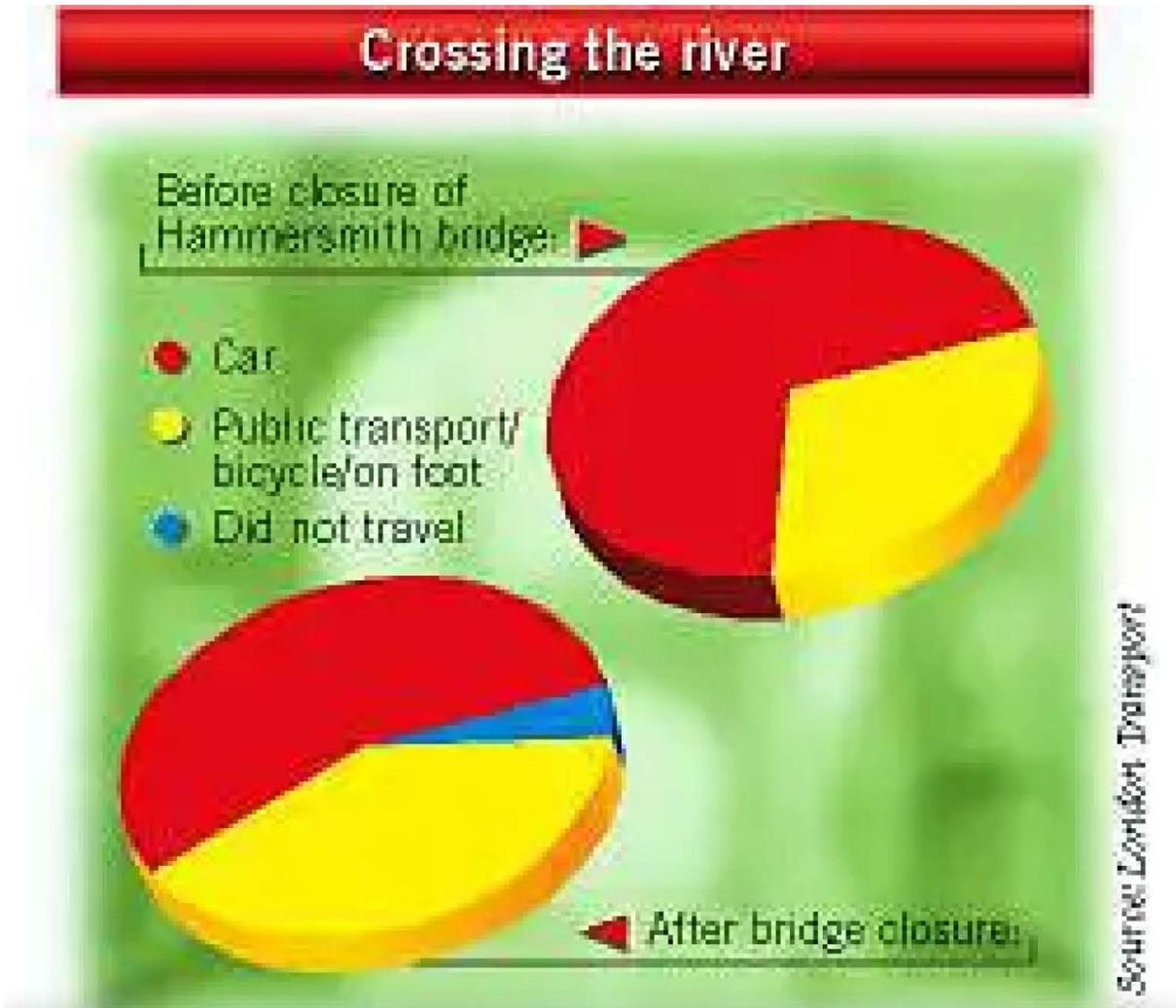
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One of the best documented cases is London’s Hammersmith Bridge, which has been closed to all traffic except buses and cyclists since February 1997 after routine tests found that the bridge was not strong enough to cope with its load of 30 000 vehicles a day. London Transport surveyed people using the bridge a few days before it closed, and were able to contact the same individuals in the following weeks. Of the commuters who drove to work across the bridge at the beginning of 1997, 21 per cent no longer drive to work (see Figure). Again, congestion in neighbouring areas has not markedly increased.



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days, the same person may drive, use public transport or work from home. This flexibility allows people to cope with road closures.

Experts suggest that the report could have an immediate impact on policy. “It’s quite interesting for the proposed pedestrianisation of Parliament Square and Trafalgar Square,” says Hugh Collis of the transport consultants Ove Arup. “They should just do it.”

More on these topics:

TRANSPORT

CARS

Magazine issue 2118 , published 24 January 1998



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COMMENT #: 3890
DATE: 7/26/21 3:24 PM
SOURCE: Website
NAME: Chase Winder

COMMENT:

I love this idea. I've skied and travelled all over Europe. They have intricate gondola systems that allow people quickly and with less cars to get around their ski mountains and villages. They have been doing this longer than we have and it's an efficient and great model. I'd love to take this up to ski, have incredible views, not be stuck in traffic, and walk to the chair lifts upon getting out. **(32.2.9D)**

COMMENT #: 3891
DATE: 7/26/21 3:59 PM
SOURCE: Website
NAME: Jonathan Cooke

COMMENT:

I just read the proposed schedule and capacity for the gondola solution. Ha ha ha ha ha ha ha. What a joke. You will have the same problems you have now with the capacity the gondola can handle. Please don't give my tax dollars to Snowbird and Alta. **(32.2.6.5N and 32.2.7A)**

COMMENT #: 3892
DATE: 7/26/21 4:00 PM
SOURCE: Website
NAME: Alex McDermott

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon! **(32.2.9C)** The gondola is a much better choice for everyone and the surrounding nature. **(32.2.9D and 32.17A)**

COMMENT #: 3893
DATE: 7/26/21 4:07 PM
SOURCE: Website
NAME: Cassie Green

COMMENT:

I am tired of traffic in the canyon. It gets so bad at times that I won't even think of going up to the canyon. With the gondola option I would never second guess going up. The gondola is clearly the best choice. **(32.2.9D)**

COMMENT #: 3894
DATE: 7/26/21 4:08 PM
SOURCE: Website
NAME: Keith Goodrich

COMMENT:

Air quality is important to me and the students I teach. We support the gondola. **(32.10A and 32.2.9D)**

COMMENT #: 3895
DATE: 7/26/21 4:09 PM
SOURCE: Website
NAME: Laurie Leishman

COMMENT:

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. I support the gondola. **(32.10A, 32.12B, 32.18, and 32.2.9D)**

COMMENT #: 3896
DATE: 7/26/21 4:12 PM
SOURCE: Website
NAME: Adante Carter

COMMENT:

The reliability of a gondola makes it easier to plan a day outside. Whether I am hiking or going on a picnic I know I could trust the gondola to get me up the canyon. **(32.2.6.5G and 32.2.9D)**

COMMENT #: 3897
DATE: 7/26/21 4:13 PM
SOURCE: Website
NAME: Leslie Hobson

COMMENT:

Utah deserves the cleanest air and water possible and that is why I support the gondola. Simply put, a gondola is the best thing for Utah as a whole. **(32.10A, 32.12A, and 32.2.9D)**

COMMENT #: 3898
DATE: 7/26/21 4:14 PM
SOURCE: Website
NAME: Nick Eibler

COMMENT:

Gondola is the smart, safe and popular choice! **(32.2.9D)**

COMMENT #: 3899
DATE: 7/26/21 4:16 PM
SOURCE: Website
NAME: Devin Neilson

COMMENT:

Taking a gondola to and from festivals in the canyon would take away all the stress of worrying about drivers who have been drinking. Safer for them and everyone else. **(32.2.9D)**

COMMENT #: 3900
DATE: 7/26/21 4:17 PM
SOURCE: Website
NAME: Haley Beckstrand

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus or driving my small car up the canyon. **(32.2.9D)**

COMMENT #: 3901
DATE: 7/26/21 4:19 PM
SOURCE: Website
NAME: Daniel Maldonado

COMMENT:

Driving up the canyon is the worst in snow or rain. Please consider the gondola!(32.2.9D)

COMMENT #: 3902
DATE: 7/26/21 4:21 PM
SOURCE: Website
NAME: TIm Malboef

COMMENT:

Canyon closures because of avalanches are frustrating. The gondola would be a consistent and reliable way to get up the canyon for activites. **(32.2.9D)**

COMMENT #: 3903
DATE: 7/26/21 4:23 PM
SOURCE: Website
NAME: Casey Nichols

COMMENT:

Parking at the resorts at the top of the canyon is difficult and annoying. I would be much more inclined to consistently go up the canyon. I bet others would do the same too. **(32.29D)**

COMMENT #: 3904
DATE: 7/26/21 4:43 PM
SOURCE: Website
NAME: Max Higbee

COMMENT:

More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have -everyone has to wait and everyone is stuck in traffic. **(32.1.2D, 32.7A, and 32.7C)**

COMMENT #: 3905
DATE: 7/26/21 4:43 PM
SOURCE: Website
NAME: Shirley Flandro

COMMENT:

Part of the canyon experience is the ride to the top and back. I understand snow sheds may help keep snow off the road, but I don't want to spend a portion of my ride in a concrete tunnel. **(32.7A and 32.2.9J)**

COMMENT #: 3906
DATE: 7/26/21 4:45 PM
SOURCE: Website
NAME: Alicia Flandro

COMMENT:

A gondola provides the safest way to get up and down the canyon in winter weather. The idea of being able to get up to ski without worrying about sliding off the road is extremely valuable to me as a mother of 4 young children. **(32.2.9D)**

COMMENT #: 3907
DATE: 7/26/21 4:46 PM
SOURCE: Website
NAME: Coulson Bingham

COMMENT:

A gondola is a cost-effective, long-term solution to problems Utah has been trying to tackle for years. Why wouldn't the gondola be chosen?!(**32.2.9D**)

COMMENT #: 3908
DATE: 7/26/21 4:48 PM
SOURCE: Website
NAME: Matthew Petersen

COMMENT:

Please choose the Gondola!(32.2.9D)

COMMENT #: 3909
DATE: 7/26/21 4:51 PM
SOURCE: Website
NAME: Chase Petersen

COMMENT:

Too many times I have gotten stuck in the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely for me. **(32.2.9D)**

COMMENT #: 3910
DATE: 7/26/21 4:54 PM
SOURCE: Website
NAME: Alex Olausson

COMMENT:

I understand why a gondola is great for peak snow days, but it also provides another activity for my family to enjoy during the summer. This would be something I could share with out-of-town visitors for a day outing. **(32.2.9D)**

COMMENT #: 3911
DATE: 7/26/21 4:56 PM
SOURCE: Website
NAME: Samantha Nordfelt

COMMENT:

Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows my kids to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 3912
DATE: 7/26/21 4:58 PM
SOURCE: Website
NAME: Jeremy Nordfelt

COMMENT:

Widening the road and building snow sheds does more harm to landscape that is already at risk of being damaged and lost. **(32.13B and 32.17B)** I want my family to be able to enjoy this for years and years to come instead of watching the beauty dwindle. **(32.2.9C)**

COMMENT #: 3913
DATE: 7/26/21 5:01 PM
SOURCE: Website
NAME: Braden Hodges

COMMENT:

My husband and I would love to enjoy the canyon more after living in Utah for 20 years. I think a gondola would be a great way to allow us to do that. **(32.2.9D)**

COMMENT #: 3914
DATE: 7/26/21 5:07 PM
SOURCE: Website
NAME: Tyler Eisenrich

COMMENT:

Pick the gondola! I love gondolas! They are so classy, I mean they are everywhere in Europe!(32.2.9D)

COMMENT #: 3915
DATE: 7/26/21 5:11 PM
SOURCE: Website
NAME: Jared Draper

COMMENT:

I would like to add my support for the alternative B gondola solution. In my opinion this alternative is the best solution to address what has been my biggest problem with Little Cottonwood canyon access personally. **(32.2.9D)**

COMMENT #: 3916
DATE: 7/26/21 5:12 PM
SOURCE: Website
NAME: Grace Cheeney

COMMENT:

Salt Lake has terrible air quality. Like, third worst in the world. If we can do anything to make that improved AT ALL, we should. **(32.10A)** Please pick the gondola. It is the least harmful and has the most longevity. **(32.2.9D)**

COMMENT #: 3917
DATE: 7/26/21 5:19 PM
SOURCE: Website
NAME: Nate Liljenquist

COMMENT:

As a 16 year old, I want to be able to enjoy the beauty and nature of Utah for a long time. The gondola will last longer and provide more options to get up the mountain. **(32.17A and 32.2.9D)**

COMMENT #: 3918
DATE: 7/26/21 5:20 PM
SOURCE: Website
NAME: Grace Liljenquist

COMMENT:

Please don't widen the roads in Little Cottonwood Canyon! The gondola is a much better choice.
(32.2.9C and 32.2.9D)

COMMENT #: 3919
DATE: 7/26/21 5:21 PM
SOURCE: Website
NAME: Trevor Schmidt

COMMENT:

I am tired of traffic in the canyon and I think a gondola is a great alternative. **(32.2.9D)**

COMMENT #: 3920
DATE: 7/26/21 5:22 PM
SOURCE: Website
NAME: Ryan Berg

COMMENT:

The taxpayers of Utah do not want this. It's a pathetic excuse for a solution to canyon congestion. **(32.1.2D, 32.7B, and 32.7C)** Stop pandering to Snowbird and listen to the people who keep your paychecks flowing. **(32.2.7A)** We won't put up with the bs much longer if you don't start using innovative and real solutions. We (humans) can land a rocket on a moving ship in the ocean. The best you can come up with is a slow, 35 seat gondola cabin?? **(32.2.9E)**

COMMENT #: 3921
DATE: 7/26/21 5:23 PM
SOURCE: Website
NAME: Spencer Schmidt

COMMENT:

I love snowboarding in the canyon but am so deterred by the travel time. If that could be eased and consistent by the gondola, i'm all for it!(32.2.9D)

COMMENT #: 3922
DATE: 7/26/21 5:25 PM
SOURCE: Website
NAME: Maxwell Eddington

COMMENT:

I love the canyon but hate the commute and driving. If there was a gondola I would be much more inclined to have season passes or attend events. **(32.2.9D)**

COMMENT #: 3923
DATE: 7/26/21 5:30 PM
SOURCE: Website
NAME: Connor Schwantes

COMMENT:

Air quality is important to me and I support the gondola. (32.10A and 32.2.9D)

COMMENT #: 3924
DATE: 7/26/21 5:31 PM
SOURCE: Website
NAME: Calvin Cooper

COMMENT:

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. (32.2.9D, 32.10A, 32.12A, and 32.18A)

COMMENT #: 3925
DATE: 7/26/21 5:33 PM
SOURCE: Website
NAME: Bryce Romney

COMMENT:

Widening the road and building snow sheds does more harm to the landscape that is already at risk of being damaged and lost. **(32.2.9C and 32.17B)** Cmon Udot, make the right decision and pick the gondola. **(32.2.9D)**

COMMENT #: 3926
DATE: 7/26/21 5:34 PM
SOURCE: Website
NAME: Jessie Peltier

COMMENT:

Driving in canyons is so scary. I would much rather take a beautiful gondola in the sky up to enjoy the view and not worry about road conditions. **(32.2.9D)**

COMMENT #: 3927
DATE: 7/26/21 5:36 PM
SOURCE: Website
NAME: Molly Buonforte

COMMENT:

The gondola is a great choice. It is great for the economy in the long run and for Utah's air quality.
(32.2.9D and 32.10A)

COMMENT #: 3928
DATE: 7/26/21 5:38 PM
SOURCE: Website
NAME: Carson Twitchell

COMMENT:

I love Utah, but the transportation is a mess. Don't even get me started on buses. Now, if there was a gondola, I would so be down for activities in the canyon. **(32.2.9D)**

COMMENT #: 3929
DATE: 7/26/21 5:39 PM
SOURCE: Website
NAME: Sally Glaze

COMMENT:

Taking a bus up and down the canyon with my friends is uncomfortable, and crowded. A gondola is a much more enjoyable experience and allows me to appreciate Utah's beauty from a new perspective.
(32.2.9D)

COMMENT #: 3930
DATE: 7/26/21 5:43 PM
SOURCE: Website
NAME: Tim Cooper

COMMENT:

I understand why a gondola is ideal for skiers on peak snow days, but it also provides another activity for my family to enjoy during the summer. This would be something I could share with out-of-town visitors for a day outing. **(32.2.9D)**

COMMENT #: 3931
DATE: 7/26/21 5:44 PM
SOURCE: Website
NAME: Sarah Cooper

COMMENT:

Too many times people get stuck up the canyon when an avalanche shuts down the road. A gondola takes that problem away entirely. **(32.2.9D)**

COMMENT #: 3932
DATE: 7/26/21 5:44 PM
SOURCE: Website
NAME: Brady Miller

COMMENT:

Please pick the gondola!(32.2.9D)

COMMENT #: 3933
DATE: 7/26/21 5:46 PM
SOURCE: Website
NAME: Carolyn Keller

COMMENT:

I would LOVE a cute gondola ride moment. Pretty please great people of Utah?! :)(32.2.9D)

COMMENT #: 3934
DATE: 7/26/21 5:47 PM
SOURCE: Website
NAME: Caroline Lambert

COMMENT:

The gondola is a cost-effective, long-term solution to problems we've been trying to tackle for years.
(32.2.9D)

COMMENT #: 3935
DATE: 7/26/21 5:47 PM
SOURCE: Website
NAME: Eddie Olmo

COMMENT:

A gondola provides the safest way to get up and down the canyon in winter weather. The idea of being able to get up to ski without worrying about sliding off the road is extremely valuable. **(32.2.9D)**

COMMENT #: 3936
DATE: 7/26/21 5:48 PM
SOURCE: Website
NAME: Lauren Monteleone

COMMENT:

Part of the canyon experience is the ride to the top and back. I understand snow sheds may help keep snow off the road, but I don't want to spend a portion of my ride in a concrete tunnel. **(32.17C and 32.7A)**

COMMENT #: 3937
DATE: 7/26/21 6:06 PM
SOURCE: Website
NAME: Matthew Marvin

COMMENT:

More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have -everyone has to wait and everyone is stuck in traffic. **(32.1.2D, 32.7A, and 32.7C)**

COMMENT #: 3938
DATE: 7/26/21 6:07 PM
SOURCE: Website
NAME: Matt Larsen

COMMENT:

Adding more space on the roads doesn't fix the problem if an avalanche occurs. The only way to keep the canyon operational is using a gondola. **(32.7A and 32.2.9D)**

COMMENT #: 3939
DATE: 7/26/21 6:08 PM
SOURCE: Website
NAME: Josh Larson

COMMENT:

Finding parking is often a deterrent to heading up the canyon in the summer. An alternative way to get there without the parking hassle and dangerous roadside conditions would make it so much easier.
(32.29D)

COMMENT #: 3940
DATE: 7/26/21 6:08 PM
SOURCE: Website
NAME: Kyle Samuel

COMMENT:

Canyon closures due to planned avalanchess will no longer be a problem with the gondola. (32.2.6.5H and 32.2.9D)

COMMENT #: 3941
DATE: 7/26/21 6:10 PM
SOURCE: Website
NAME: Amanda Denning

COMMENT:

Hearing my kids scream in traffic up the canyon is the absolute worst. As long as we keep moving everyone stays calm. If they stay calm I am willing to keep doing canyon trips and keep our season passes. I think a gondola would entertain them and give me peace of mind. **(32.2.9D)**

COMMENT #: 3942
DATE: 7/26/21 6:11 PM
SOURCE: Website
NAME: Alex Denning

COMMENT:

I would feel so much safer taking my family on a gondola up the canyon during heavy snow days than sitting in a bus or driving with young children **(32.2.9D)**

COMMENT #: 3943
DATE: 7/26/21 6:12 PM
SOURCE: Website
NAME: Kayla Bagshaw

COMMENT:

Taking a gondola from La Caille up the mountain after dinner would be a picturesque and great activity while we digest food and enjoy the view. **(32.2.9D)**

COMMENT #: 3944
DATE: 7/26/21 6:13 PM
SOURCE: Website
NAME: Emilie Renier

COMMENT:

The gondola is the smart, safe and popular choice! Everyone I have talked to thinks that gondola is the best choice. **(32.2.9D)**

COMMENT #: 3945
DATE: 7/26/21 6:14 PM
SOURCE: Website
NAME: Ross Thompson

COMMENT:

We as Utah's deserve the cleanest air and water possible and that is why I support the gondola. Simply put, a gondola is the best thing for Utah as a whole. **(32.10A and 32.2.9D)**

COMMENT #: 3946
DATE: 7/26/21 6:15 PM
SOURCE: Website
NAME: Nathan Keen

COMMENT:

The reliability of a gondola makes it easier to plan a day around skiing, hiking, or rock climbing. I would be more inclined to keep my season passes to the resorts if the gondola was an option. **(32.2.9D)**

COMMENT #: 3947
DATE: 7/26/21 6:17 PM
SOURCE: Website
NAME: Caitlin Belcik

COMMENT:

I hate driving. Like I am terrified of it. It doesn't seem fair that I can't enjoy the canyon like everyone else. Please pick the gondola so I can enjoy the canyon as well. **(32.2.9D)**

COMMENT #: 3948
DATE: 7/26/21 6:19 PM
SOURCE: Website
NAME: Jim Funk

COMMENT:

With my new family and wife, I am looking for activities we can do and memories to make as a family. The gondola would be perfect for that. **(32.2.9D)**

COMMENT #: 3949
DATE: 7/26/21 6:20 PM
SOURCE: Website
NAME: Matt Taylor

COMMENT:

If you can't afford a nice car, driving up the canyon is really scary sometimes. It should be more accessible to all, no matter the weather or car transportation. A gondola opens the canyon up to all.
(32.2.9D)

COMMENT #: 3950
DATE: 7/26/21 6:21 PM
SOURCE: Website
NAME: Colton Hattabaugh

COMMENT:

I want a gondola so badly! **(32.2.9D)**

COMMENT #: 3951
DATE: 7/26/21 6:23 PM
SOURCE: Website
NAME: Neil Germaine

COMMENT:

I love doing theater in Utah, and as a cast, we are looking for fun activities to do. I know the gondola would be a hit and perfect for all ages in our show. **(32.2.9D)**

COMMENT #: 3952
DATE: 7/26/21 6:26 PM
SOURCE: Website
NAME: Hailey Christensen

COMMENT:

A gondola is perfect for date nights with my boyfriend. It would allow us time to talk and connect on a deeper level when one of us isn't focusing the road. **(32.2.9D)**

COMMENT #: 3953
DATE: 7/26/21 6:29 PM
SOURCE: Website
NAME: Jordan Petersen

COMMENT:

My friends and I who attend the U of U get nervous driving in the winter. A gondola would eliminate a lot of my fear driving in the canyon. **(32.2.9D)**

COMMENT #: 3954
DATE: 7/26/21 6:31 PM
SOURCE: Website
NAME: Michael Hartman

COMMENT:

A gondola sounds like such a good idea. Imagine how many people could get up the mountain and stimulate the economy after this pandemic?!? **(32.2.9D)**

COMMENT #: 3955
DATE: 7/26/21 6:33 PM
SOURCE: Website
NAME: Connor Cluff

COMMENT:

My husband and I would love a gondola. We aren't nature people because it can be hard to get to and find parking, but I think a gondola would allow us to explore Little Cottonwood more. **(32.2.9D)**

COMMENT #: 3956
DATE: 7/26/21 6:34 PM
SOURCE: Website
NAME: Zack Zoster

COMMENT:

Please choose the Gondola! **(32.2.9D)**

COMMENT #: 3957
DATE: 7/26/21 6:36 PM
SOURCE: Website
NAME: Cindy Link

COMMENT:

It would be so nice if my grandkids and I could navigate the canyon safely. For me, that means a gondola. It would be so fun! **(32.2.9D)**

COMMENT #: 3958
DATE: 7/26/21 6:37 PM
SOURCE: Website
NAME: Sandy Remson

COMMENT:

I have written comments before supporting buses as an alternative form of transportation into Little Cottonwood Canyon. Price per rider calculations presented in earlier studies show the gondola to have the second greatest capital outlay to build. **(32.2.7C)** Avalanches, rock slides, and power outages are still an issue with a gondola, as is an unsightly structure on the canyon floor. **(32.2.6.5K and 32.17A)** How many structures/towers will need to be built and trees/terrain destroyed to accommodate a gondola? **(32.13A)** And will summertime activities use it or will it sit vacant during nonskiing months? **(32.2.6.5F)** In addition, with the Chinese virus continuing to affect communities and sports, and social distancing the continued call from vocal members of society, there is very little to a gondola that commends itself to the traffic problem here: rules and protocols at ski resorts in early 2021 stopped us from skiing for the first time in 35 years. **(32.2.C)** Current economic conditions mean that whatever calculations you are operating under will have to be substantially adjusted with the rampant inflation the current administration is giving us. **(32.2.4A)**

No to the gondola. **(32.2.9E)**

COMMENT #: 3959
DATE: 7/26/21 6:57 PM
SOURCE: Website
NAME: Hunter Tuesday-Heathfield

COMMENT:

I am not in favor of either "preferred" solution to traffic congestion. **(32.2.9C and 32.2.9E)** Both options are far too expensive and will disrupt canyon traffic immensely during construction, possibly for years. **(32.2.7C)** The damage to the ecosystem is not worth it. **(32.13A and 32.13B)** Additionally, both options only serve the ski resorts as I hear enhanced bus service will not stop at any stops besides Alta and Snowbird (perhaps I heard wrong but I believe that came from UDOT). **(32.1.2D, 32.2.7A, and 32.2.6.3C)** I think that instead, more parking needs to be constructed at the mouth of the canyon in order for people to better use the bus. **(32.2.6.2.1C and 32.2.9A)** Also, I support a toll system similar to Millcreek Canyon, certainly for peak periods but perhaps all the time (to encourage carpooling). **(32.2.4A)** These are simple solutions that should reduce congestion without wrecking the local ecosystem and costing half a billion dollars. Transportation solutions need to support backcountry users and trailheads, not just ski resorts - after all, the Wasatch is "a land of many uses". **(32.2.9A and 32.2.6.3C)**

COMMENT #: 3960
DATE: 7/26/21 7:19 PM
SOURCE: Website
NAME: Kris Homel

COMMENT:

I understand the need to reduce congestion in little cottonwood canyon and appreciate the work that has gone in to preparing these preferred alternatives through the EIS. Little cottonwood canyon is a special place. The views are an essential component of that, as are the spaces where one can find some quiet solitude. I don't believe that increasing the width of the road or constructing a gondola are consistent with the esthetic and environmental values of the canyon. **(32.17A and 32.17b)** Rather, both contribute towards an increase in crowding and an erosion of the wild characteristics that create such a draw to the canyon in the first place. **(32.1.2B, 32.20A, 32.20C)** Instead of finding a way to pack more people into the canyon (and decreasing the quality of the experience for everyone), I would encourage UDOT to look towards the permit/ bus systems at work in Denali, Zion, and Mt. St. Helens. Permits effectively control the total volume of people accessing those sensitive ecosystems each day (and permits should be free so as not create an economic burden). **(32.2.2.B, 32.2.2K, 32.2.2L, and 32.2.4A)** Likewise, the mandatory bussing in Zion and Denali could work in the canyons if paired with a parking permit...once a certain number of permits are given out per day, everyone else must take the bus. **(3.2.4A)** These are completely cost-effective and proven techniques for reducing traffic and preserving the quality of experience. Please consider these options instead of a very expensive and disruptive construction project that negatively impacts the esthetics and experiential qualities of the canyon? **(32.13A, 32.13B, and 32.4I)** I strongly oppose the enhanced bus and gondola alternatives. There are better, cheaper, less disruptive alternatives available.

COMMENT #: 3961
DATE: 7/26/21 8:58 PM
SOURCE: Website
NAME: John Bolin

COMMENT:

I am a local resident. I am adamantly opposed to the gondola option. **(32.2.9E)** It is outrageously expensive. It is not necessary except for a few weekends during ski season. **(32.1.2B)** It will only result in traffic jams moving from one area to another. **(32.2.6.5E)** The best result, in my option, is to simply limit the amount of parking reservations that can be made per day at the resorts. **(32.2.2K and 32.2.4A)** I do not feel like we should use tax money to bring more skiers into the canyons. Limit the skiers, limit the parking, require people to ride buses on weekend etc. **(32.2.2K, 32.2.4A, and 32.2.9A)** but don't build a huge, expensive eyesore just so the ski resorts can make more money while perpetuating traffic jams where La Caille is now. **(32.17A and 32.2.6.5E)**

COMMENT #: 3962
DATE: 7/26/21 9:03 PM
SOURCE: Website
NAME: Laurence Wildes

COMMENT:

I have been traversing the road to Snowbird annually since the early 1980's. The road has been improved many times but not able to mitigate avalanche dangers and delays. The tram would be an environmental and efficient improvement!(**32.2.9D**)

COMMENT #: 3963
DATE: 7/26/21 10:31 PM
SOURCE: Website
NAME: Josh Whitney

COMMENT:

The gondola plan as is serving only 1000 riders per hr, limited hrs so not useful for primary audience, locals, employees, and speed/ duration especially to Alta makes this a poor choice. Am sure this can be improved upon. **(32.2.6.5N and 32.2.6.5F)**

COMMENT #: 3964
DATE: 7/26/21 10:39 PM
SOURCE: Website
NAME: Lexi Hoggan

COMMENT:

I love the idea of a sophisticated people mover such as a gondola or tram, truthfully I prefer a tram. **(32.2.9D)** I believe the one employed at Snowbird would be the perfect installation for LCC. Being a University of Utah student, I have unfortunately had to rely on the god awful public transportation system and will never use it to go up this canyon if this is the only option. **(32.2.4A)** However, a large people mover such a gondola or tram similar to the one at Snowbird that has a connection point connecting both resorts would not only solve canyon congestion, but would convince myself and others with negative experiences with the bus system in Utah to willfully opt out of driving up the canyon. This would be an experience not a burden that is riding the bus in Utah. Plus I can't even imagine how gorgeous riding a tram or gondola with a 360 view would be during all four beautiful seasons in Utah. With us bidding for the Olympics there could be federal funding for this and could really differentiate Utah ski resorts. **(32.2.9D)**

COMMENT #: 3965
DATE: 7/27/21 7:36 AM
SOURCE: Website
NAME: William Pratt

COMMENT:

The gondola option makes the most sense long term. For better or worse, buses have a stigma about them for many people who will not use them. Go with the gondola! Thank you **(32.2.9D)**

COMMENT #: 3966
DATE: 7/27/21 9:10 AM
SOURCE: Website
NAME: Greg Saso

COMMENT:

Fully support this. Fantastic solution. I would love to get involved if this project can get moving.
(32.29D)

COMMENT #: 3967
DATE: 7/27/21 9:36 AM
SOURCE: Website
NAME: Matthew Pruss

COMMENT:

Thank you for the opportunity to comment on the proposed alternatives. I believe that UDOT has presented two viable options for Little Cottonwood Canyon. My preference would be the gondola proposal. I believe that the reliability factor is critical to the situation and the gondola offers the better solution for that issue. **(32.2.9D)**

However, I believe that the more fundamental question is this: how do we get cars out of the canyon? If that issue is not addressed in an aggressive manner, I don't believe that either of the proposed solutions will have the intended affect and will be likely to be much less successful than they could and should be. I believe that several steps must be taken to ensure that the number of cars in the canyon is reduced. **(32.2.4A)**

First, there must be a toll to take a car up the canyon. This can't be some small dollar amount like \$20 or \$30 per car. That is not enough of a disincentive to people. The dollar amount must be in the hundreds of dollars range for it to be effective. This is an area where we need to go big. **(32.2.4A)**

Second, single occupancy vehicles must NEVER be allowed to go up the canyon, at least during the peak ski season. There is no need for this at all and SOVs only serve to clog the canyon roads and parking lots, including those at the ski resorts. **(32.2.4A)**

Third, parking along the road must be banned permanently. Allowing this encourages people to drive their cars up the canyon, further clogging the road. It is also a very dangerous situation for the people that park as well as for anyone else that is on the road. **(32.2.9P)**

The only exceptions to these rules should be for people who live in the canyon or who are staying at one of the resorts. They can be issued passes by UDOT or by the respective resort that would allow them to bring their car into the canyon. They would still be better served using the gondola, but this is a reasonable compromise. **(32.2.4A)**

Finally, for the gondola to work, there must be timely and convenient bus transportation to the gondola base station. Without that, people are likely to continue to drive their cars, especially if the aforementioned items are not implemented. This is a critical component of this system and must be in place. It would also be worth considering additional gondola stops in the canyon so users can get to other locations besides Snowbird and Alta. **(32.2.6.2.1C and 32.2.6.5G)**

These changes would be challenging at first, but after a season or two I believe that most people would see the benefits of the system and would find that it works well for them. I urge UDOT to be aggressive in their approach to this. Otherwise I fear it will fail.

Thank you for your attention and for the opportunity to provide my feedback.

COMMENT #: 3968
DATE: 7/27/21 9:41 AM
SOURCE: Website
NAME: Laurel Samuels

COMMENT:

As a resident of the Top of the World neighborhood, I will be directly affected by UDOT's decisions on Wasatch Boulevard.

While your information continually states that the improvement of "transportation-related safety" as well as "environmental impacts" have been considered, there seems to be gross negligence to these aspects and only a focus on how many cars and people can be pushed through Wasatch Boulevard and Little Cottonwood Canyon.

As far as safety is concerned, have you truly considered how "safe" it will be for neighborhood and non-vehicular traffic to utilize these roads when commuting vehicles are traveling at 50+ MPH? While at one time, UDOT had assured that speeds would be lowered through this corridor, there is no mention of that in any of the proposals. So, how "safe" will it be for neighborhood users to enter/ exit 4 + lanes of traffic traveling at 50 + MPH if they are on the East side of Wasatch needing to head South or visa versa? Will neighborhood users even be able to cross these lanes without getting hit? This is a fear EVERY DAY as I enter/ exit my neighborhood in a car - even more so when the roads are slick. This will only be amplified as more lanes of high speed traffic are added. Now imagine this same scenario if you are trying to cross Wasatch with a child in tow, whether walking, pushing a stroller, riding a bike... One small error in the midst of crossing the road would result in likely devastating and/or fatal injuries. Is walking or riding a bike not considered a mode of transportation? **(32.2.6.2.2A)**

Let's look at the environmental impact. By widening the road and/or paving a large section of La Caille's grounds for parking and a gondola base as well as the gondola towers, how many trees/ shrubs will be removed? **(32.13D)**). With Utah's worsening air quality index, we NEED trees and shrubs to help mitigate the effects of carbon production. **(32.10A)** What about the water shed? How will it be protected from the increased road base and resultant pollutants? **(32.12D)** How will the deer/ wildlife cross the road? **(32.13D)** Where will they access water and safety if the area surrounding La Caille is turned into asphalt? Could their safety not be improved by lowering the speed limit and limiting the increase in lanes? **(32.13D and 32.2.6.2.2A)** What about the noise pollution? How will this be mitigated for people living on either side of Wasatch? **(32.11B)**

If you go with the gondola - how will users know when the parking lot is full? How will the bottlenecking be prevented for those waiting to enter the parking lot? **(32.2.6.5E)** Will drivers get frustrated waiting to find a spot in the lot and then end up using the road up Little Cottonwood Canyon anyway, thereby eliminating a large portion of the proposed gondola users? **(32.2.4A)** In times following COVID - will people really want to hop onto an enclosed car with a bunch of strangers? **(32.2.6C)** Will there be an additional cost to ride the gondola? If so, will people actually be willing and/or able to pay it? **(32.2.4A)** When the gondola riders from Snowbird are ready to go home, will there be spots available for them? Or will the gondolas already be full from the riders at Alta thereby making Snowbird users decide not to utilize the gondola just as what was happening with the busses that serviced Alta first? **(32.2.6.5F)**

If we increase the number and frequency of DIRECT busses BEFORE changing the roads (possibly in conjunction with tolling at the base of the canyon) - can't we see if that works without ruining more precious land, which we can never get back? **(32.2.9A)**

If the number of lanes on Wasatch are going to be increased, at a very MINIMUM can speeds be lowered to SAFE speeds of 30 - 35 MPH so that non-vehicular, neighborhood and animal traffic can travel this corridor more safely and lives will not be unnecessarily ruined and/or lost? **(32.2.6.2.2A)**

Can trees be placed in a buffer lane as is the case past 9400 South on Wasatch as a means of sound barrier, slowing measure, and replanting some of the lost vegetation? **(32.2.6.2.2A)**

For an organization touting “safety” and “environmental studies” there sure doesn't appear to be any focus on these factors. PLEASE PROVE YOURSELVES WORTHY OF YOUR WORDS!!!

COMMENT #: 3969
DATE: 7/27/21 10:03 AM
SOURCE: Website
NAME: Kyle Hierlmeier

COMMENT:

The gondola is a stupid expensive option that will ruin lcc. **(32.2.9E)** Alta and snowbird are already over capacity. The skiing experience has already effectively been ruined without added up canyon capacity. **(32.20C)** If you really want to make travel safer just build snow sheds under the most frequent slide paths. **(32.2.9K)**

COMMENT #: 3970
DATE: 7/27/21 10:17 AM
SOURCE: Website
NAME: Jon Paulding

COMMENT:

I am in favor of the expanded bus proposal. **(32.2.9B)** I like the idea of the potential of a dedicated pedestrian and cyclist lane in the summer when it is not in use during high peak periods. I also like maintaining the ability for backcountry skiers and hikers to access mid canyon trail heads more easily. **(32.2.6.3C)** While the bus will increase air pollution, the gondola option would be A visible impact from everywhere in the canyon. **(32.2.6.3F, 32.10A, 32..17A, and 32.17B)** I vote expanded bus option.

COMMENT #: 3971
DATE: 7/27/21 10:53 AM
SOURCE: Website
NAME: Jaxon Powell

COMMENT:

WE NEED A GONDOLA! (32.2.9D)

COMMENT #: 3972
DATE: 7/27/21 10:55 AM
SOURCE: Website
NAME: JT Powell

COMMENT:

Please let's do the gondola **(32.2.9D)**

COMMENT #: 3973
DATE: 7/27/21 11:49 AM
SOURCE: Website
NAME: Cynthia Bashford

COMMENT:

Yes I support the Gondola Project **(32.2.9D)**

COMMENT #: 3974
DATE: 7/27/21 11:57 AM
SOURCE: Website
NAME: Benett Saylor

COMMENT:

As long as it is an option for people to use alongside the typical road access, i see no problems with it!
(32.29D)

COMMENT #: 3975
DATE: 7/27/21 12:09 PM
SOURCE: Website
NAME: Elisabeth Morrey

COMMENT:

The Gondola is a waste of taxpayer dollars. It DOES NOT accomplish goal of minimizing congestion at mouth of canyon. **(32.1.2D, 32.2.6.5E, 32.2.7A, 32.7B, and 32.7C)** It's a tourist gem...not a solution to traffic issues. How about if people who want a gondola ...we set up a TOLL payment program. Users will pay for it!! This makes more sense to me!!!**(32.2.4A)**

COMMENT #: 3976
DATE: 7/27/21 12:14 PM
SOURCE: Website
NAME: Asher Margolies

COMMENT:

Salt Lake County - The only true way to reduce cars in the canyon is to have the canyon bus-only between the hours of 7am and 10am. **(32.2.2B)** We don't need to widen the road if we choose this option and it can be done this coming season **(32.2.9R)**. (A bus system already works well in Aspen if you need an example of people taking a bus without hesitation. The gondola will only increase the amount of people in the canyon, not reduce it. **(32.20A and 32.20C)** Also, the capacity of the gondola is not accurate because no-one will want to stand for 40 minutes in their ski boots. the number of seats there are is the true capacity. A lot less than you keep telling people. **(32.2.6.5C)**.

COMMENT #: 3977
DATE: 7/27/21 12:22 PM
SOURCE: Website
NAME: Will Summa

COMMENT:

I believe the improved road option is a significantly better option for improving traffic in little cottonwood canyon. The gondola will only attract more tourists, many of which have not intention of skiing or riding. **(32.2.9B and 32.2.4A)**

COMMENT #: 3978
DATE: 7/27/21 12:45 PM
SOURCE: Website
NAME: Steve Hunt

COMMENT:

Problem seems to be straightforward for me.

Limit capacity of the canyon! **(32.2.2K and 32.2.4A)**

Stop selling Ikon Pass, this seems to be the root of this problem. **(32.2.2K)**

Start tolling cars heavily. No single occupancy cars allowed up the Canyon. **(32.2.4A)**

Avalanche sheds to be built. **(32.2.9K)**

No further changes are needed! Gondola or road widening!

How have we gotten to this point where a 1/2 billion dollar bill will be passed on to the general taxpayers, the vast majority will never ski or use the canyons much?! All this to support two privately owned businesses! **(32.1.2D and 32.2.7A)**

Thanks, Steve Hunt"

COMMENT #: 3979
DATE: 7/27/21 1:10 PM
SOURCE: Website
NAME: Howard Traul

COMMENT:

I fully support the gondola up LCC **(32.2.9D)**

COMMENT #: 3980
DATE: 7/27/21 1:21 PM
SOURCE: Website
NAME: David DuBois

COMMENT:

I support the Little Cottonwood Canyon Gondola project. I do not support the proposal for using busses.
(32.2.9D and 32.2.9E)

COMMENT #: 3981
DATE: 7/27/21 3:00 PM
SOURCE: Website, Email
NAME: Councilwoman Aimee Winder Newton

COMMENT:

Little Cottonwood Canyon is an iconic treasure right in our backyard. It is home to historic bouldering locations, beautiful hiking trails, the valley's watershed and the Greatest Snow on Earth. After years of talking, we have a chance to take action and preserve LCC by selecting the correct, long-term, sustainable solution for this crown jewel of Utah. I believe the only solution that delivers on long-term quality of life issues, improving our air-quality and strengthening our economy is the Gondola. **(32.10A and 32.6A)**.

As a longtime member of the Salt Lake County Council, a former city planning commissioner and as a parent, I have come to the conclusion that short-term solutions like the proposed bus option will only perpetuate the current problems in the canyon. My conclusion is data and fact driven.

Safety and reliability in the canyon are critical. Traction issues and avalanches that shut down the canyon for hours right now will continue with a road-based system. **(32.7A and 32.7C)** Secondary emergency access in the case of a fire or other road closure is made possible through an aerial system. For the people who live and work in this canyon, we must give them another option. Reliably being able to move people up and down the canyon, regardless of the weather or inferior cars and drivers on the road, addresses the largest transportation problem.

We cannot risk permanently destroying Little Cottonwood by adding more lanes that are intended to be used by diesel-powered buses. **(32.2.6.3F and 32.2.9C)** A Gondola generates its own electricity to power features within the cabin, and over its lifetime, produces five times less CO2 than a diesel bus system. **(32.10A)** Each car and bus taken off the road will result in cleaner air and water for all of us. **(32.10A)**

Our wonderful quality of life is what keeps many of us here in Utah. A Gondola provides year-round mobility to areas that are equipped to handle the crowds. The ability to drop off my kids right at the base station and know they'll be dropped at the base of the slopes gives me peace of mind as a parent. Spending time in the canyon and experiencing it from a different perspective allows a more diverse population, including those with disabilities, to enjoy this natural asset. **(32.2.9D)**

The Gondola creates a rare public policy moment to be bold in our decision making, unafraid to think generationally in order to protect the future of our canyon. We must consider not only what is best for Utah but for those around the world who enjoy LCC by supporting the ONLY option that is safe, reliable and truly preserves this canyon's magic. The Gondola system is the right choice, for the environment, for those who live, work and play there, and for the canyon itself. Thanks for all you do and for considering my comments.

Note from UDOT reviewer, the letter below is the same as this email and the comment codes would apply.



Aimee Winder Newton
District 3
2001 South State Street
N2-200
Salt Lake City, Utah 84114

July 27, 2021

Little Cottonwood Canyon EIS
c/o HDR
2825 E Cottonwood Parkway, Suite 200 Cottonwood Heights, UT 84121

To Josh Van Jura and the EIS Team:

Little Cottonwood Canyon is an iconic treasure right in our backyard. It is home to historic bouldering locations, beautiful hiking trails, the valley's watershed and the Greatest Snow on Earth. After years of talking, we have a chance to take action and preserve LCC by selecting the correct, long-term, sustainable solution for this crown jewel of Utah. I believe the only solution that delivers on long-term quality of life issues, improving our air-quality and strengthening our economy is the Gondola.

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Sincerely,

A handwritten signature in black ink that reads "Aimee Winder Newton". The script is cursive and fluid.

Aimee Winder Newton
Salt Lake County Council

COMMENT #: 3982
DATE: 7/27/21 3:09 PM
SOURCE: Website
NAME: Matthew North

COMMENT:

Dear UDOT Representatives,

I have previously submitted some written comments on the proposed transit improvements in Little Cottonwood Canyon, and I attended the July 13th public meeting at Butler Middle School where I was not invited to speak, but I did leave a brief written statement that I would have delivered verbally if I had been called upon. **(32.29W)** After visiting Little Cottonwood Canyon twice in the past four days, I feel compelled to submit this further statement voicing my strong opposition to the construction of a gondola in the canyon. **(32.2.9E)** In truth, I am opposed to both of the proposed solutions, but I believe that if we must implement one plan or the other, it needs to be dedicated bus lanes, not a gondola. **(32.2.9B)** I would like to address several arguments that were presented at the July 13th public meeting by Dave Fields, general manager of Snowbird, and by a gentleman who's name I did not record but who identified himself as leading the group promoting the La Caille gondola base station. I'll start with Mr. Fields' comments.

Mr. Fields stated that busses wouldn't work because one time eight busses had to be dragged up the canyon behind an F350 truck. While I have no evidence to refute the truth of that claim, such instances of busses needing such assistance would be extraordinarily rare. In more than 40 years of using the canyon myself, I have never seen such a thing not anything even close to it. How long ago was this incident, and what was bus technology like when it happened? Mr. Fields' comment was intentionally delivered to give the impression that busses create more problems than they solve, can't be counted on, and shouldn't be trusted. This is a manipulative and disingenuous tactic. I contacted UTA to ask about bus reliability in the Cottonwood Canyons and I received this response from UTA spokesman Carl Arky, who consulted with UTA's operations and data analytics professionals:

"Our ski buses have automatic deployment of chains on tires that can handle harsh snow situations safely. The problem could be mitigated by having dedicated lane/ segment (one of the scenarios) so we can create flow of buses up and down the canyon, which is one of the viable solutions. The issue is creating constant flow of movement continuously to bring people up and down the canyon without disruption. UTA's buses are seldom stuck. On the few occasions that happens it's because we're in traffic along with everyone else! On powder days, traffic doesn't flow, so without a dedicated bus lane, the buses cannot move any faster than the other vehicles. The solution is either fewer cars, a dedicated bus lane or ...both."

This directly refutes Mr. Fields' implication. Busses are more technologically advanced than they have ever been, both in terms of traction and propulsion they are cleaner than they've ever been and getting even better. Why does Mr. Fields feel that he needs to use an extreme, rare example without crucial contextual information such as timing or conditions to disparage the bus option? If the gondola is such a superior option, why not promote it upon its own merits rather than resort to scaremongering and hyperbole to discredit the alternative?

Mr. Fields further accused UDOT of exaggerating the amount of time the gondola ride would take. UDOT reported a ride time of about 51 minutes, a value I believe is objective, realistic and based on engineering projections. Mr. Fields stood before the UDOT panel and declaratively stated that the ride time would be 31 minutes, not 51. Mr. Fields badly wants this gondola and as such, his assertions and estimations are biased and should be treated with the greatest skepticism. But even using the most optimal, best case scenario figures, shaving 20 minutes off UDOT's expected ride time should be viewed as fantastically unrealistic, not just overly optimistic. **(32.2.6.5O)**

Mr. Fields next accused UDOT of not planning for high enough capacity. UDOT presented an uphill capacity of 1,000 people per hour. Mr. Fields bluntly stated that he did not think UDOT was thinking big enough, saying: "I think you should be building a gondola that can move 2,000, 3,000, or 4,000 people up the canyon every hour". Well of course Mr. Fields thinks this. The more people he can cram into

Little Cottonwood Canyon every day, the money his resort is likely to make. Mr. Fields claims he cares about the canyon, and about the people who use it. But his statement here about capacity belies any such claims. Mr. Fields sees Little Cottonwood Canyon as an exploitable resource for the enrichment of himself and the resort owners. He believes that the gondola is the best way to maximize the number of human bodies in the canyon on any given day, so any gondola that may be built should ensure that he can cram all the people he possible can into his business. I wonder how long it's been since he waited at the bottom of the Mineral Basin lift to get back to Little Cottonwood Canyon, or when was the last time he waited in line to use a restroom or buy food as his resort. It's unconscionable to meet that he would stand before UDOT representatives and all of the attendees at that public meeting and so blatantly state that the most important thing, indeed perhaps the only important thing, is to build something that he believes will jam the absolute largest number of people into his resort as we possibly can; and yet, that is exactly what he did. UDOT's motives must not be unfairly influenced by the enrichment of wealthy special interests that exploit, and will eventually destroy the canyon if we let them. **(32.2.6.5N)**

Finally, Mr. Fields stated that Snowbird would like to write a really big check to help subsidize the construction of the gondola, and that if the gondola were built, Snowbird would make using it free for all of their season pass holders. **(32.2.4A)** He claimed that Snowbird already pays for season pass holders to use UTA, and if the gondola were built they would pay even more. What an offensive statement this was to hear. Where does all that money that Snowbird uses to pay for transportation benefits come from? Does Mr. Fields really expect us to be stupid enough to think that he's paying it, or that Snowbird is somehow conjuring up some source of cash that they use to benevolently subsidize their patrons' travel up the canyon? Mr. Fields is brazenly taking credit for costs already borne by his patrons. The money in those checks he was so proud to brag about is built right into Snowbird's season pass price. So at best, Snowbird is a pass-through entity, funneling that money from skiers and snowboarders to UTA, but in no way is that "Snowbird's money". Far more important than who deserves the credit for helping to pay for mass transit however, is the fact that Snowbird and Alta should be compelled to subsidize any and all public transportation solutions that are eventually implemented. They are, after all, by far the primary beneficiaries of what will eventually be more than a billion dollars in transportation investment in the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I would like to move to the comments made by the leader of the La Caille base station group. This gentleman made several dubious claims as well. He started by offering pseudo-scientific claims (I will not call it data) refuting UDOT's assessments of soil, water and air impacts. As with Mr. Fields' claims about how long the gondola ride will take, why do these men feel some empowered to directly dispute UDOT's objective, scientific and informed assessments of the two projects? The answer is clear, they want a gondola and that desire leaves them significantly biased. Their claims imply that UDOT is either incompetent or intentionally misleading, or both. This is extraordinarily offensive. UDOT is trying to solve a serious problem that Alta and Snowbird have created. UDOT's charge as a public service institution is to act in the best interest of the state and its citizens. For rich special interest groups to suggest that UDOT would intentionally skew data or fail to engage in competent due diligence, especially when examining a public transportation project that will cost hundreds of millions of dollars should offend the intelligence and sensibilities of us all.

The La Caille representative brushed aside the fact that his proposed base station will push canyon approach traffic into residential neighborhood, a fact that cannot be disputed. **(32.2.6.5E)** He chose instead to focus on concerns that road construction would disturb mining tailings and ground chemicals;**(32.16A)** I guess because he thinks such things should just be left as they are?!? But why does he believe that pouring thousands of tons of concrete footings for at least 23 gondola towers would not disturb those same things in the ground? Either solution is going to result in significant construction and disturbance of the canyonhis argument that the gondola would not has such effects is simply unfounded. It is not reality. **(32.13A and 32.13B)**

Finally, the La Caille representative closed by claiming that choosing the bus option would mean building a four-lane highway up Little Cottonwood Canyon. This is patently, demonstrably false and should also offend the common sense of any who hear it. We know what four-lane highways look like. We need look no further than Bangerter Highway or the Mountain View Corridor. This La Caille representative would have us envision 60 mph speed limits, high volume/high risk intersections,

crosswalks, overpasses, turning and crossover lanes, and more. This is not at all what the expanded bus proposal would look like. First of all, the lane additions would be only for busses. Cars wouldn't even be allowed in the new lanes, and the new lanes wouldn't even hold busses for most of the year, they'd hold bikes. That is not a four-lane highway. Further, Little Cottonwood Canyon is not straight like the valley highways. The curves alone would preclude any increase in speed limit, though I've never read that speed limit increases are even being considered. Finally, Little Cottonwood Canyon is a box canyon. It has a terminal endpoint. Thus, even comparisons to the road through Provo Canyon are false comparisons that must be dismissed. Provo Canyon is a major thoroughfare between Utah and Wasatch Counties, partially because its geography allows it to be. Little Cottonwood Canyon's geography allows no such thing. You won't have queues of cars blasting four lanes wide through the canyon if you implement expanded bussing because you can't. It's physically impossible. Again, this comment was made to alarm people and get them to envision scary, boogeyman scenarios in the canyon. And once again, if the gondola is such a wonderful solution, why the need for scaremongering and hyperbole? Let it stand on its own merits. These are manipulative tactics made by wealthy men who hope to get richer by convincing the government to built them an expensive toy.

I would like to conclude where I started, with the fact that I visited Little Cottonwood Canyon twice in the past four days. The first was on Saturday, July 24th, Pioneer Day. Being a holiday and a weekend, one would expect the canyon to be busy. There were a lot of people there, but there was no traffic congestion on the canyon road. None. Parking was a bit crowded in the usual places, like Lisa Falls and White Pine trailheads, but not overwhelmingly so, and I would like to emphasize that a gondola would do absolutely nothing to alleviate parking at either place, since it would not serve either place. **(32.1.2B and 32.2.6.5G)** People were utilizing and enjoying the canyon in reasonable ways without creating overcrowding. If overcrowding ever did become such a problem, bus lanes would be the only solution that could address the problem in the summer. **(32.2.6.3C)** The gondola would soar overhead, creating an unsightly eyesore to the otherwise natural beauty of the canyon, contributing nothing to solving a problem that at present, does not exist. **(32.17A)**

I returned to the canyon today with my wife and daughter to hike from White Pine trailhead to Gloria Falls. We easily found parking and encountered few people along the trail. Again, a gondola could not have contributed anything to our trip, as it would not serve our destination. When we reached Gloria Falls, I turned and looked back across the canyon to the north. I don't want to be melodramatic, but I tried to envision a tower or two, strings of thick cable, and boxy fiberglass cars whisking by empty, up and down the canyon. As I did, my heart literally hurt. Why would we do that to such a rare and precious natural resource? **(32.17A)** To pack a few more people into Alta and Snowbird on powder days and during the holidays? I am supremely confident that those would be the only days, all year long, that anyone would use a gondola.

Most days, even during the winter, the canyon road is clear and safe for driving. Most days, even during the winter, there are not too many cars on the road. **(32.1.4D)** On days when too many cars want to use the road, I would passionately favor limiting the number of people allowed to enter the canyon, and mandating the use of busses to reduce car congestion and traffic issues. **(32.2.4A)** People may not like, and Alta and Snowbird certainly won't because it doesn't make them as rich, but it is the best solution for the canyon. It is the best solution for the people who really do love the canyon. And it is the best solution for the future.

If I had my way, I would expand UT 210 to be three lanes all the way from the mouth of the canyon to Alta. One of the three lanes would be a bi-directional dedicated bus lane/summer bike lane. **(32.2.2D)** No cars allowed ever. **(32.2.2B, 32.2.2L, and 32.2.4A)** The busses would be timed to go uphill for 30 minutes, then downhill for 30 minutes. A thorough, objective, realistic capacity study would be conducted to determine the absolute maximum body count that the canyon can support and strict limits on that capacity would be enforced. **(32.20B)** Such limitation would only need to be enforced on peak days, probably less than 50 days per year. On such busy days, a queuing system would ensure equitable access for all X number of people out before exactly X number of people are allowed in, on a fair, first come, first served basis. **(32.2.2K and 32.2.4A)** No pay to play, no pandering to the rich or special interests. Our state has almost limitless options for outdoor recreation and exploration. I am committed to never using Little Cottonwood Canyon ever again on peak days. I will give those days to

others and recreate elsewhere. Others will not choose this, so we must protect the canyon by implementing controls that will govern the canyon's use within its natural real limits.

Please. I implore you. Do not pander to wealth special interests. Do not kill Little Cottonwood Canyon by treating it as an inexhaustible resource. Do not built the gondola.

Matt North
Vineyard, UT

COMMENT #: 3983
DATE: 7/27/21 3:24 PM
SOURCE: Website
NAME: Adrien Covington

COMMENT:

I like the gondola idea. My concern is driving or riding the bus to the La Caille station. The roads to that location often backup with traffic especially when the canyon is closed. Will there be bus only lanes to get to that location? Or a way of getting to the gondola when traffic is lined up to get up the canyon?
(32.2.6.5E)

COMMENT #: 3984
DATE: 7/27/21 3:48 PM
SOURCE: Website
NAME: Pia Englund

COMMENT:

Im a local Sandy resident. I ride at Brighton and go to the cottonwood canyons on a weekly basis all year. I DO NOT support the gondola proposal. **(32.2.9E)** I don't want my tax dollars to benefit one or two parties in this case (Alta and snowbird). **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I love our mountains and I want everyone to feel welcome to enjoy them. The gondola will not resolve traffic problems but will add more chaos to already exhausted roads and neighborhoods. **(32.7B and 32.7C)**

Please let's for once do something for local Utahns!

COMMENT #: 3985
DATE: 7/27/21 4:00 PM
SOURCE: Website
NAME: Sam Naatz

COMMENT:

I support the gondola! I don't want a larger highway for even more cars. **(32.2.9D)**

COMMENT #: 3986
DATE: 7/27/21 4:42 PM
SOURCE: Website
NAME: Tara Tannahill

COMMENT:

Hi,

I support the enhanced bus with dedicated lane option over the Gondola. **(32.2.9B)** The gondola only accommodates the recreational activities for snowbird and alta. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)** What about the various recreational activities up the canyon? Rock climbing, mountain biking, hiking, etc. **(32.2.6.3C and 32.2.6.3G)**

Thank you,
Tara

COMMENT #: 3987
DATE: 7/27/21 4:49 PM
SOURCE: Website
NAME: Devin Harrigan

COMMENT:

I support the gondola!(32.2.9D)

COMMENT #: 3988
DATE: 7/27/21 5:25 PM
SOURCE: Website
NAME: Paul Ellender

COMMENT:

This is a test message **(32.29D)**.

COMMENT #: 3989
DATE: 7/27/21 6:07 PM
SOURCE: Website
NAME: Barbara Davis

COMMENT:

I support the gondola. As new residents of Park City, we are looking forward to skiing up the canyon without traffic!(32.2.9D)

COMMENT #: 3990
DATE: 7/27/21 6:15 PM
SOURCE: Website
NAME: John Byrne

COMMENT:

The entire project is symptomatic of the state's budget surplus I'm afraid, it's such a waste of money, and by making these funds available the legislature risk killing the very attributes that make LCC special, and clearly the legislature doesn't understand that. **(32.1.2B and 32.2.7A)** I found a couple of things particularly interesting in rereading the EIS. The derivation of the need is pretty weak. UDOT basically saying that's not our job, it's the USFS job but since the USFS has expressed no willingness to be involved UDOT extrapolated recent growth numbers without any real consideration of such things as can the ski areas absorb this many more visitors. **(32.20A, 32.20B, and 32.20C)** I thought Mike M. comments at the end of his report last Alta TC meeting were a game-changer. "We have enough customers, we need to manage the demand better". "We are a mature ski area and things like parking, lift capacity and terrain are in relative balance". That is as close to Mike saying we don't want or need these improvements as you ever going to hear. The Utah State study will be very helpful once it's been vetted. UDOT trying to press ahead without any real effort to understand what the excess capacity makes zero sense to me. **(32.20B)**

The other thing I found interesting in this reading was how little emphasis UDOT put on the impacts of the project on the local neighborhoods and communities effected by the infrastructure. There is about half of one page (out of 1000 pages) devoted to impact on Town of Alta. **(32.4O)** Less than even the lack of consideration on the impact on the la Caille neighborhood, or Wasatch BLVD. **(32.4F and 32.4M)** My opinion is the decision should rest largely on the relative level of impact on the affected communities, with negative impacts on our community being at the top of the list.

If we simply must choose between the two alternatives (I'm still none of the above if given that choice) **(32.2.9G)** than I feel like the enhanced bus would be less impactful to our core values and way of life. **(32.2.9A)** The fact that it will be a much longer process means that the rate of change will be that much slower, and you could tap the brakes along the way if need be. It's scalable and operationally flexible. **(32.2.6.3D)** The gondola must be 100 % complete in order to deliver the first guest. **(32.2.6.5A)** If each alternative delivers roughly the same increase in uphill capacity of 40ish % at least the bus takes 10-12 years to get there so the rate of change is 2 or 3% a year. The gondola goes from 100 to 140% with the flip of a switch in year 3. That's an enormous amount of change for us to deal with all at once. It's clear that the relative negative impacts of the gondola will be much greater than the negative impacts of the enhanced bus with respect to Alta. **(32.4O)**

And we get a few bonus items with enhanced bus like the canyon bike lane, like it works in the summer like you could have some number of buses (1 per hour?) stop at trailheads along the way up and down. **(32.2.6.3C)** We've seen this summer trailhead parking has become a big issue and there is currently zero mass transit options offered to the trailheads. The gondola isn't even going to run in the summer and couldn't help with any of these issues if it did.

Clearly, there are fewer impacts on the ground in Alta in the bus proposal, although the bus proposal does not include any information a hit the location of a terminal nor on what the terminal would include, look like, etc. **(32.4O)** the gondola terminal is relatively small and absent a lot of amenities in the plan, whereas I would think the bus terminal would entail a number of bays for parked buses etc. **(32.4O)** And then there is the whole money thing. Using state funds to help UDOT improve the road and UTA provide better service I understand. State dollars helping a private company build the gondola and provide ongoing subsidy forever for what will be a service they intend to charge mightily for is beyond me frankly. Doesn't pass the smell test. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 3991
DATE: 7/27/21 6:22 PM
SOURCE: Website
NAME: K S

COMMENT:

The traffic is caused by Alta and Snowbird. They profit from every car. Make them responsible for the traffic 10 miles away **(32.1.2D, 32.2.7C, 32.7B, and 32.7C)**

COMMENT #: 3992
DATE: 7/27/21 6:32 PM
SOURCE: Website
NAME: Tyler Hall

COMMENT:

Best idea I have seen proposed. **(32.29D)**
what's the cost Estimate? **(32.2.7C)**

COMMENT #: 3993
DATE: 7/27/21 6:52 PM
SOURCE: Website
NAME: Mike Magiske

COMMENT:

I've been skiing LCC for 13 yrs now. I strongly support the gondola **(32.2.9D)**

COMMENT #: 3994
DATE: 7/27/21 6:57 PM
SOURCE: Website
NAME: Edward Mayer

COMMENT:

Great idea. Get it done. Onward to fabulous skiing. **(32.29D)**

COMMENT #: 3995
DATE: 7/27/21 7:25 PM
SOURCE: Website
NAME: Kirk Cannon

COMMENT:

Gondola best option for traffic, road conditions and air quality not to mention keeping the canyon from a freeway **(32.2.9D)**

COMMENT #: 3996
DATE: 7/27/21 7:32 PM
SOURCE: Website
NAME: Mike Campanelli

COMMENT:

Thank you for allow me to be part of the process. I am happy to share my thoughts.

After reviewing a lot of the material on the website I am more confused about the proposals than I was before. Confusion aside here are my main areas of concern:

Reliability of the Enhanced Bus Option - as a frequent commuter of the canyon for work - I know that when it snows there are not multiple lanes in LCC. There is a passing lane downhill near Tanners and a long uphill passing lane by White Pine. Both these areas are just a single line of cars each direction when it is snowing. How can the buses navigate their bus only lane when no one knows where the lanes are? The 10 year tally for snowfall in Alta shows that it snows about 1/3 of the days from Nov. to April. A system that can be totally derailed once or twice a week seems like a poor investment. **(32.2.6.3P)** And that is just derailed for visibility of the enhanced lane, with more lanes and more busses I can foresee more accidents/slide offs which the buses are susceptible too.

Environmental Impact of Widening the Roadway: I feel this was understated in the study. Having worked here through the repaving of the highway, installation of cables, culvert installations after mud slides - these projects create a lot of dust, noise, emissions, water runoff deterioration, erosion, etc. On top of the environmental impact of all that construction the travel and commute impact scares me deeply. **(32.19A)**

Visual Impact: I personally feel a 4 lane highway with snow sheds is a significant visual change. This is Extremely High impact for me; while I see the gondola as a Medium visual change. **(32.17A, 32.17B, and 32.17G)** It can barely be seen most of the time (when there is not a car overhead) and I think it looks nice in the renderings. With these main points I strongly believe that the Gondola from La Caille is the best option presented. But it is far from ideal, there are no ideal solutions. **(32.2.9D)**

Gondola concerns: I did not find out about the reliability of the gondola during strong winds in the report. How many windy days does the canyon experience that would impact travel times in the gondola? **(32.2.6.5K)**. Would there be other bus lines that stop at the gondola base or just direct routes from the mobility hubs? **(32.2.6.5J)** I fear once people get in their car they will then want as few transfers as possible. **(32.2.4A)**. The congestion on Wasatch and 9400 will still be there as people fight for 1,500 parking stalls at the gondola. **(32.2.6.5E)**

Concerns with both plans:

Addressing summer travel needs. **(32.1.2C)**

Hours of operation for either? As an employee in the canyon the way buses currently operate does me no good. Either option really needs to be run from 6am til 11pm/Midnight if employees working in hospitality; restaurants, hotels, bars are going to be able to help minimize congestion on the roadway. **(32.2.6.3N and 32.2.6.5F)**

Addressing non-resort users? **(32.1.2C and 32.1.2D)** Would there be an upper canyon bus from the gondola terminus stations to White Pine and back? **(32.2.6.5AA)**

Those are my main thoughts and concerns. I applaud the effort and energy that has gone into taking the study to this point. We have a long way to go as a community and I appreciate the ability to provide feedback.

Thank you for taking the time to read my comments,
Mike Campanelli

COMMENT #: 3997
DATE: 7/27/21 8:23 PM
SOURCE: Website
NAME: Robert Tomsy

COMMENT:

LLC = No Gondola or Extended Bus Roadway. Please find a better less impactful option.
Robert Tomsy. Cottonwood Heights **(32.2.9C and 32.2.9E)**

I reside near the intersections of Danish Road, Little Cottonwood Canyon & Wasatch Boulevard.

I am vehemently against both the Gondola and extended bus service where LLC road needs to be widened! I agree with the Hundreds of Citizens that are asking for a DIFFERENT option such as a Tolling/Bus Only during Peak times option which is MUCH less impactful. **(32.2.9A and 32.2.4A)** This protects the canyon & water table best of all the options, protects the left-over Mining toxins by keeping them undisturbed from road or Gondola construction AND is MUCH faster and not as costly to implement. **(32.12A, 32.12B, 32.13A, 32.13B, and 32.16A)**

My reasons:

AMERICAN'S LOVE THEIR VEHICLES= First off, we Americans are unlike any other when it comes to our vehicles. We don't leave them very often at all! Especially not for Public Transportation. Also, look at the Skiing/Boarding demographic. It usually is a higher income and we ESPECIALLY don't like to use our vehicles to car pool let alone leave it & "Schlep our gear" AND pay for an estimated +/- \$30 each Gondola/Bus ticket! IT'S NOT GOING TO HAPPEN!!! **(32.2.4A)**

INCENTIVES TO USE PUBLIC TRANSPORTATION= Then add that the American population has become very Narcistic! "Let someone else take the Gondola/Bus." Riding the Gondola/Bus is just NOT GOING TO HAPPEN!! We're not even talking about families that have to move a family into the car, to the park-n-ride, then up to the Gondola. Many families have already publicly stated... "NOT GOING TO HAPPEN!" **(32.2.4A)**

There needs to be incentives; LARGE incentives to convince the current demographic to change their thinking and to leave their cars at home & take public transportation! ALL of the UDOT proposals do not offer any details regarding "tolling" incentives. **(32.2.4A)**

Now add a similar "TOURIST DEMOGRAPHIC" especially with the Ikon & Mountain Collective passes, who uses a rental car and drives from a Hotel is going to bypass using a Gondola and keep driving up to the Resort. Using the Gondola is just NOT GOING TO HAPPEN!! **(32.2.4A)**

NUMBER of CONGESTION DAYS= These congestion days are few vs. total ski days. **(32.1.4D)** Your presentation states 50 peak days. We, who live in the traffic areas, are realistically estimating ~ 10-15 days with a max of 4-6 hours, approximately 3% of the total Ski time. These statistics alone does not justify a permanent 24/7/365, non-adjusting solution such as the Gondola. I'm not even estimating the reduced storm days due to Global Warming!**(32.2.2E)**

The 2 draft options presented by UDOT do NOT look at other better ideas using current, faster to implement, less damaging, more flexible options! At the July 13th Open House & July 20th Zoom meetings MANY GREAT public comment ideas were presented!

Such great ideas were:

1. "Busses First/First Tracks" during morning Peak "Powder Days!" **(32.2.9A)**
2. "Tolls" for vehicles with less than three (3) occupants. **(32.2.4A)**

3. Busses directly to, not only LCC resorts but also BCC resorts, from parking at the old ShopKo parking lot & 106th & State street malls. **(32.2.2FF and 32.2.6.2.1C)**
4. Newer bus technology is fast advancing with Electric Busses which can be added or removed depending on needs. These busses can also be used for other events such as Regal Salt Lake & other events from different mobility hubs, such as the Olympics! Technology will continue to improve to which we can easily upgrade and switch to. Not so with the Gondola. **(32.2.6.3F)**

These solutions are lower cost than the over half a Billion Dollar Gondola/Road way expansion! The Gondola will NOT unload the traffic at the Mouth of and up the Canyon. There will still be 70% of vehicles going up the Canyon Road. **(32.2.4A)** This was stated by UDOT at the Tuesday July 27th Sandy committee meeting. This was his reason for keeping the snow sheds in the Gondola Price estimate. It will actually INCREASE the traffic as vehicles drive to the Mobility Parking Hub & others bypass and continue up LCC. **(32.2.4A)**

UDOT's options are again only for LCC, and does not include BCC which also has large traffic issues and affects Wasatch Boulevard! Spending over a half a billion TAX dollars to remove 30% of LCC traffic is unacceptable!**(32.1.1A, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

As a Cottonwood resident, I am URGING & BEGGING UDOT to implement the 35MPH speed limit down Wasatch BOULEVARD that you agreed to, starting IMMEDIATELY for the safety of both pedestrians and vehicles! This speed reduction is nothing new! We would like the similar speed and traffic slowing devises that are currently in use on Wasatch Boulevard South of Little Cottonwood Canyon road, SA210. They are very effective, promote safety, very pretty and blend into the community. **(32.2.6.2.2A)**

We have reached the saturation point of both LCC & BCC and need to follow crowd management similar to what Zion NP has done to preserve this magnificent Canyon! **(32.2.2B)**. The Gondola/Road Expansion options promote MORE Resort Skiers/Boarders to an already overcrowded Utah Resort experience and will NOT reduce LCC traffic. **(32.1.2B, 32.7C, 32.20A, and 32.20C)**. It appears the Gondola is being "forced feed to us" as an "end run" to the public refusal of the Ski-Link. **(32.1.5B)** Lastly, this over a Half a Billion Dollar project, and be realistic, there WILL be cost overruns, DOES NOT talk to NON-Ski Resort traffic, such as Hikers, Climbers, BC Skier/Boarders, Boulderers, sight seers, etc., that need different stops not on the route. **(32.1.2D and 32.7C)**

The two current UDOT Options do not solve the LCC traffic problem! It will help destroy the canyon & our water supply with over population! **(32.12A, 32.12B, 32.20A, and 32.20C)**. Please do not look at how to get more traffic into the canyon; look at how to preserve our wonderful Little Cottonwood Canyon INCLUDING capacity limits!**(32.1.2B)**.

Please reconsider other non-impactful options. **(32.2.9A)**. Thank you to all for your efforts and time. We do appreciate it as we all want what's best for the Little Cottonwood Canyon and not just Alta & Snowbird's bottom line.

In full disclosure, I hold annual ski passes at both LCC resorts.

Sincerely,
Robert Tomsy
Cottonwood Heights

COMMENT #: 3998
DATE: 7/28/21 6:03 AM
SOURCE: Website
NAME: Amy Hak

COMMENT:

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

COMMENT #: 3999
DATE: 7/28/21 7:15 AM
SOURCE: Website
NAME: Spencer Davis

COMMENT:

I am in support of this project. (32.29D)

COMMENT #: 4000
DATE: 7/28/21 10:02 AM
SOURCE: Website
NAME: Gareth Martins

COMMENT:

This is a destructive plan for the environment and outdoor recreation. **(32.29D)**

COMMENT #: 4001
DATE: 7/28/21 11:20 AM
SOURCE: Website
NAME: Stacey Van Dahm

COMMENT:

This work is amazing.

My concerns are about summer-time usage. The environmental impact of individual cars on the road and parking for HIKING is significant. As a hiker, I would like to use a bus or gondola in the summer. I see different information about Gondola stops. I support an alternative with stops in the canyon for hikers in spring and summer and fall. **(32.2.6.3C and 32.2.6.5G)** And I would very much like to see trailheads be better marked. **(32.2.90)**

To emphasize: How can any one of these plans meet the needs of hikers and bikers in non-ski seasons? **(32.1.2D and 32.7C)**

COMMENT #: 4002
DATE: 7/28/21 12:32 PM
SOURCE: Website
NAME: Kevin Faires

COMMENT:

Installing a gondola provides a better long term solution to not only environmental efforts (that will reduce car emissions), but safety as well with reduced drivers on the winding roads. **(32.10A and 32.2.9D)**

COMMENT #: 4003
DATE: 7/28/21 1:43 PM
SOURCE: Website
NAME: David Meidell

COMMENT:

Gondola is a great option!(32.2.9D)

COMMENT #: 4004
DATE: 7/28/21 3:25 PM
SOURCE: Website
NAME: Brent Greenhalgh

COMMENT:

I am in favor of the gondola option for LCC. With the substantial increase in Utah's population and the increased demand for recreation that brings I believe we need to utilize different strategies than we have in the past to make the canyon more safely accessible. Relieving congestion on the LCC highway through a gondola system would reduce the pressure on the road to just those not going to Snowbird and Alta. Presumably this would mean a much lighter traffic load. **(32.2.9D, 32.2.4A, and 32.7C)**

COMMENT #: 4005
DATE: 7/28/21 4:30 PM
SOURCE: Website
NAME: Daniel Telenko

COMMENT:

Hi,

Thanks for all the hard work on this, I can only imagine how difficult of a project this is to pull off.

I personally think that a train option should be further evaluated. **(32.2.9F)** An electric train, that could stop at multiple stops up the canyon (serving hikers, bikers, backcountry skiers, as well as ski resort'ers) seems like it would be the best option and best for way for everyone to benefit from this (tax dollars are paying for this right?) **(32.2.6.6A and 32.2.7A)**. A diesel cog train was a dead idea from the get go. Yes it would be more money, but it would be the best long term solution. This train could link up to a bigger network, say to big cottonwood canyon, as that also has a major congestion issue, and will be the next one to solve. Only makes sense to link these up. If UDOT is not capable of this, can we hire an outside firm ? **(32.1.1A and 32.2.2Q)**

If this is a no go option, my vote would be for the gondola. **(32.2.9D)** I personally think the bus idea/widening the road is a band aid approach, and too much work and money for minor improvements. Please don't pick this option! **(32.2.9C)**

Thanks again for all the hard work!

COMMENT #: 4006
DATE: 7/28/21 4:38 PM
SOURCE: Website
NAME: Charles Southey

COMMENT:

Please support this project if only for the positive environmental impact!(32.29D)

COMMENT #: 4007
DATE: 7/28/21 4:45 PM
SOURCE: Website
NAME: John Chamberlin

COMMENT:

As a Salt Lake City resident and active user of the climbing resources in Little Cottonwood Canyon, I am writing to express my concern regarding the potential impacts of both of the proposed construction alternatives on bouldering access. While Table 2.6-9 of the draft EIS reports a modest 5 and 1 boulders affected by shoulder lane construction and gondola alternative A, respectively, information shared on social media including by the Salt Lake Climber's Alliance purports these numbers to instead be 29 and 35 boulders. **(32.4A and 32.4B)** LCC is home to by far the largest concentration of boulders in the immediate vicinity of Salt Lake City and is an extremely important year-round resource to both the resident climbing community and to visitors from afar. Given that the impacts of any new construction in the canyon will be permanent, I kindly request that the UDOT address the above discrepancies on the true impact on LCC bouldering that will result from either proposed alternative so that members of the community can appropriately weigh the options. **(32.4A and 32.4B)** Thank you -John Chamberlin.

COMMENT #: 4008
DATE: 7/28/21 6:03 PM
SOURCE: Website
NAME: Randy MacDonald

COMMENT:

Even though more expensive initially overtime it will cost less, be better for the environment and be able to get medical and avalanche personal in and out of the canyon in emergency **(32.29D)**

COMMENT #: 4009
DATE: 7/28/21 7:52 PM
SOURCE: Website
NAME: Christian House

COMMENT:

I support the gondola solution for LCC. As an active skiers at both snowbird and Alta, I believe that the gondola would help alleviate the traffic issues in the canyon. **(32.2.9D)**

COMMENT #: 4010
DATE: 7/28/21 8:24 PM
SOURCE: Website
NAME: Elise Lisonbee

COMMENT:

I would hate to see more construction and more congestion in the beautiful mountains! I think the gondola proposal makes more sense and in addition to the bussing system would increase the flow of traffic without having to build more infrastructure!(**32.2.9D and 32.2.2W**) I support public transportation and conservation!

COMMENT #: 4011
DATE: 7/28/21 8:37 PM
SOURCE: Website
NAME: Robert Squire

COMMENT:

The gondola is a poor solution and will fail as a solution. I say no gondola **(32.2.9E)**

COMMENT #: 4012
DATE: 7/28/21 10:43 PM
SOURCE: Website
NAME: Gustavo Hidalgo

COMMENT:

More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have -everyone has to wait and everyone is stuck in traffic. **(32.1.2D, 32.7A, and 32.7C)**. The gondola is the right choice and my preferred option. **(32.2.9D)**

COMMENT #: 4013
DATE: 7/28/21 10:44 PM
SOURCE: Website
NAME: Denisse Hidalgo

COMMENT:

More buses and a wider road don't solve the problem. If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have -everyone has to wait and everyone is stuck in traffic. **(32.1.2D, 32.7A, and 32.7C)**. The gondola is the right choice and my preferred option. **(32.2.9D)**

COMMENT #: 4014
DATE: 7/28/21 10:58 PM
SOURCE: Website
NAME: Olga Navarro

COMMENT:

Utah's air quality is bad enough. **(32.10A)** We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. Please choose Gondola **(32.2.9D)**

COMMENT #: 4015
DATE: 7/28/21 11:02 PM
SOURCE: Website
NAME: Noah Bodnar

COMMENT:

I think the gondola is a great idea. It would really help traffic **(32.2.9D and 32.7C)**

COMMENT #: 4016
DATE: 7/28/21 11:16 PM
SOURCE: Website
NAME: Jonathan Ramirez

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.2.6.5E and 32.2.9D)**

COMMENT #: 4017
DATE: 7/28/21 11:22 PM
SOURCE: Website
NAME: Oscar Fernandez

COMMENT:

Mother Nature does not discriminate against vehicles. It doesn't matter the amount of buses you provide. An avalanche can easily block multiple lanes and shut down the roads. The gondola is the right choice and my preferred option. **(32.2.9D)**

COMMENT #: 4018
DATE: 7/29/21 7:17 AM
SOURCE: Website
NAME: Elise Barrett-Caston

COMMENT:

The Answer is NO !! No to the Wasatch Freeway, NO to the Gondola,NO to the Hotels and fun zone. UDOT and Utah Government...Listen to the people !**(32.2.6.2.2A and 32.2.9G)**
Save our Canyons, Save Not Pave and more organizations are telling you STOP ! Please!

COMMENT #: 4019
DATE: 7/29/21 7:30 AM
SOURCE: Website
NAME: Sam Kochevar

COMMENT:

As someone who is relatively new to rock climbing, I find it concerning that the two “preferred options” are going to effectively destroy some of LCC’s world class climbing areas before I even have a chance to explore them. Whenever I see the best climbers in the world stop by and climb in LCC when they’re in town for a competition it gives me a sense of pride for my home state and shows me how special of a place we live in. It would be a shame to do away with these amazing resources without trying to find a solution that works for everyone that uses the canyon throughout the year and not just the skiers.
(32.4A, 32.4B, 32.1.2D, 32.2.7A, and 32.7C)

COMMENT #: 4020
DATE: 7/29/21 7:46 AM
SOURCE: Website
NAME: Ian Jones

COMMENT:

This pickle you find yourself in is the result of unfettered growth that has not only caused congestion in our canyons, created a safety issue with avalanches, hampered efforts to manage recreation in both Cottonwood Canyons, but most importantly threatens the very watershed we drink. For what? To make four ski resorts rich? Seems you are taking the long way around all of this. **(32.1.2B and 32.1.2D)** The most cost effective and long term solution is to widen the road, tunnel the road in all the major avalanche paths for public safety, add buses, and require the resorts, not the tax payer to carry the majority cost of these improvements since they stand to monetarily benefit from whatever final decision is reached. **(32.2.9B, 32.2.9K, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

My biggest concern with whatever you decide is that the non-resort recreation is not being considered in all of this. Backcountry users have as much right to have access to public lands as much as ski resort folks do. **(32.4G)** You approaching this problem in the manner you are, create an environment where only the rich can recreate when you only cater to the ski resorts. **(32.2.4A and 32.5A)** Not everyone can afford to recreate at a resort and they shouldn't have to on public lands being leased by ski resorts. I fear this will open a pay to play paradigm in our canyons which could price out future generations. **(32.4G and 32.2.4A)**.

Let this "Problem" you are addressing be a warning in the future, and example to all why unfettered growth is bad for us with a narrow corridor of watershed used by over a million people. **(32.12A and 32.12B)** With the current drought caused by rising temperatures and below normal snowpacks we keep seeing, maybe we should be spending a chunk of change like this on addressing how to better manage our natural resources, not making ski resorts rich at the expense of those that live here. **(32.2.2E)**

COMMENT #: 4021
DATE: 7/29/21 9:14 AM
SOURCE: Website
NAME: Weston Haas

COMMENT:

The solution that should be considered is one that is similar to a shuttle system that is currently in place in Zions national Park. **(32.2.2B)** This would greatly reduce private car traffic especially if you enforced a “shuttle only access” restriction during peak period winter months. **(32.2.2B and 32.2.2L)** The gondola b and expanded road way options are both much too intrusive and does cater to anything other than the two big corporations that are in the canyon (Alta and snowbird). **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The shuttle service could also have more stops as they go up the canyon to popular trail heads and such further reducing private traffic. **(32.2.6.3C)**

COMMENT #: 4022
DATE: 7/29/21 9:30 AM
SOURCE: Website
NAME: Nya Peterson

COMMENT:

No no no no no gondola (32.2.9E)

COMMENT #: 4023
DATE: 7/29/21 9:33 AM
SOURCE: Website
NAME: Cain Morano

COMMENT:

Gondola yes! (32.2.9D)

COMMENT #: 4024
DATE: 7/29/21 9:37 AM
SOURCE: Website
NAME: Becky Clark

COMMENT:

I do not think either of the proposed options helps our community. This is a subsidy for the ski resorts. **(32.1.2D and 32.2.7A)** They should have to pay the bill for these incredibly expensive ways to get more customers. In addition this puts our watershed at risk and does not benefit anyone not going to those resorts. **(32.12A, 32.12B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4025
DATE: 7/29/21 10:40 AM
SOURCE: Website
NAME: Ellis Ney

COMMENT:

Please preserve the natural beauty of our home canyons **(32.17A and 32.17B)** I believe that while it is intrusive to the land and it's inhabitants, widening the road is the better option. **(32.2.9B)** A giant gondola is an eye sore to be seen no matter how far you venture out (and also extremely intrusive to the natural environment and beauty). **(32.17A)** You can escape the widened road but you cannot escape such a large structure going right up the middle of the beautiful canyon. For so many of us, this is our home canyon. This is a special place that has gained too much popularity for good reason. Preserve its beauty. I'd rather have congested roads. If resort owners truly cared about the land and canyons, they would be taking action to try and help/offer solutions with this problem, but all they care about is the money. Please please please be the ones who care about the land and the people who call it home. **(32.2.9D)**

COMMENT #: 4026
DATE: 7/29/21 10:48 AM
SOURCE: Website
NAME: Connor Pelletier

COMMENT:

This upcoming Winter will be my sixth Winter working and living up at Alta. The year that the gondola is built will be my last! **(32.2.9E)** Accommodating for growth is not progress. Alta should not be proud of defacing the mountain side to accommodate for more intermediate skiers. End our contract with the Ikon Pass, **(32.2.2K)** increase the bus system, **(32.2.9A)** and stop encouraging the influx of more tourists that bring us above our carrying capacity **(32.20B)**.

COMMENT #: 4027
DATE: 7/29/21 11:58 AM
SOURCE: Website
NAME: Mark Parry

COMMENT:

I support the Gondola B alternative. Trying to widen the road would be terrible. (32.2.9D and 32.2.9C)

COMMENT #: 4028
DATE: 7/29/21 12:01 PM
SOURCE: Website
NAME: Thomas Griffith

COMMENT:

Gondola really bad idea. **(32.2.9E)** Expanded bus system. 2 lanes going up in morning, 1 coming down. Opposite at close. It's not rocket science. Don't screw up the canyon. **(32.2.2D)**

COMMENT #: 4029
DATE: 7/29/21 12:40 PM
SOURCE: Website
NAME: Eileen Di Rocco

COMMENT:

All will benefit...you have my vote for sure (32.29D)

COMMENT #: 4030
DATE: 7/29/21 12:41 PM
SOURCE: Website
NAME: Douglas Howe

COMMENT:

I favor the enhanced bus service with additional lanes and increased mobility hubs. I hope UDOT will soon address traffic in Big Cottonwood canyon as well. **(32.2.9B and 32.1.1A)**

COMMENT #: 4031
DATE: 7/29/21 1:32 PM
SOURCE: Website
NAME: Jared Greco

COMMENT:

I think the discussion is great and needs to happen. However, I think there needs to be research on not just the initial cost of the project but the continual and yearly cost and who is going to pay for that? My hope is not the tax payers. **(32.2.7A)**

COMMENT #: 4032
DATE: 7/29/21 1:47 PM
SOURCE: Website
NAME: Patricia Garcia

COMMENT:

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. (32.2.9D, 32.10A, 32.12A and 32.18A)

COMMENT #: 4033
DATE: 7/29/21 2:30 PM
SOURCE: Website
NAME: Andy Summers

COMMENT:

Both the gondola and road widening are bad ideas, and only serve to funnel my tax dollars towards two private companies. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** My primary use of LCC is not and never will be skiing. As a climber first and foremost, both proposals only hurt my ability to recreate in the canyon, not help it. **(32.4G and 32.2.4A)** LCC is a unique and beautiful area that needs more protection, not more tourists. **(32.17A and 32.17B)**

COMMENT #: 4034
DATE: 7/29/21 2:38 PM
SOURCE: Website
NAME: Camron Zavell

COMMENT:

This gondola is not a solution to the problems the canyon has faced. The construction alone is devastating for the canyon, not to mention the size of the proposed unloading station. **(32.2.9E and 32.17A)** Furthermore, wind hold will pose drastic slowdowns throughout the winter. **(32.2.6.5K)** It is also illegal to run a lift if the tower is not accessible. The idea that the gondola can operate if the road is closed is not possible because operators could not access the towers. **(32.2.6.5K)**

COMMENT #: 4035
DATE: 7/29/21 3:08 PM
SOURCE: Website
NAME: Mikayla Willis

COMMENT:

A gondola is a bad idea for many reasons. **(32.2.9E)** The biggest reason is that it will attract many more tourists and people who don't belong in little cottonwood based on their skiing ability etc. I'm afraid of Little Cottonwood being stripped of its culture like Park City and Canyons resorts. Everyone is already making money, it would be disappointing to see little cottonwood become commercialized along with every other ski resort in Utah. I'm 17 years old and with the current inflation in Park City and Little Cottonwood it's going to be very difficult to afford to live in my home town without some sort of life changing compromise. I don't want to see this progress any faster alongside with all the locals. Eventually all the locals are going to get pushed out except the very wealthy ones if we keep moving at this rate. Although it's a given we will need to compromise and adapt, it would be really cool if we were considered primarily over the short term advantages of putting tourists first. **(32.6A)** The economy can't keep inflating forever and when it does crash again there won't be any support from the locals because they will all be gone. It is very special and exciting to get stuck in little cottonwood because on snow! I've had some of the best experiences of my life stuck in The Cliff Lodge, The Iron Blossom, and Gold Minors Daughter!!!

COMMENT #: 4036
DATE: 7/29/21 3:26 PM
SOURCE: Website
NAME: Connor Mangelson

COMMENT:

There is a strange obsession and idealization of busses as a "fix all" solution that is supposedly "easy" and "low-cost" but much of the public doesn't realize how ineffective they are all around the US. We've opted to use busses instead of various other forms of mass transit due to that initial thought of "low-cost" benefits but many fail to realize how detrimental they are and how much they cost in terms of congestion and maintenance. Busses rely on a dry road and clam weather conditions to function properly as well as relying on traffic and congestion. **(32.2.6.3P)** They aren't a fix-all solution and they are a horrible long term solution because of how slow and ineffective they are. People don't use busses because they are slow and ineffective and the people that claim that busses are a "fix-all" solution most likely aren't even going to use it, and instead use their suburban SUVs to get up the canyon instead thinking that others will eventually use the bus. **(32.2.4A)** We need a train or a gondola to ease congestion because those are way more attractive than busses are. We need to take into the account of the enjoyment of riding a train or a gondola. I'm a student studying urban ecology/planning at the University of Utah, and I can say many of my classmates love trax for the very reason of studying on the train and experiencing it in general. People love busses in theory but never use them, as shown by the ridership data through the canyon as of current. **(32.2.4A)** We need a gondola for the enjoyment and ease of access. The gondola provides an alternative route and isn't as much of an eyesore as a giant freeway up the canyon. **(32.2.9D, 32.17A, and 32.17B)** We will spend less money for more use with the gondola after maintenance costs are factored and I can guarantee people will love it due to the uniqueness factor and the direct route it has. **(32.7C)** It has proven to work all around the world from gondolas in the Alps to gondolas in China and South America. We are growing as a state and we need to take advantage of that growth that doesn't show signs of stopping. We can't just do nothing and slap the "fix-all" busses solution as that is going to create even more long term problems. Many of the public aren't specialists in this area but you guys are, and you guys know that more roads and more induced demand isn't what we need. **(32.20E)** We need a train or a gondola, and the public, especially the loud minority who love busses and low cost lazy solutions will come to love it due to the reasons I have outlined.

COMMENT #: 4037
DATE: 7/29/21 4:22 PM
SOURCE: Website
NAME: Ryan Boyack

COMMENT:

I am in support of the gondola. Over time it is the best solution. **(32.2.9D)**

COMMENT #: 4038
DATE: 7/29/21 4:42 PM
SOURCE: Website
NAME: Robbie McFarland

COMMENT:

I have lived in Cottonwood Heights at the mouth of Big Cottonwood Canyon for 35 years. I don't want Wasatch Blvd to be widened just for ski traffic which in actuality is only a short time each year. **(32.2.6.2.2A)** Why do neighborhoods have to be destroyed for this reason. I don't see why we should have to drastically change our City and neighborhoods to accommodate the ski resorts (out of state owners) and funnel more and more people up the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I don't think spending billions of dollars for the ski resorts is a fair use of my tax dollars. I prefer that a bus system along with a reservation system should be implemented first. **(32.2.9A, 32.2.4A, and 32.2.2K)** The ski resorts themselves admit they want to enhance the customer experience by not overcrowding their resorts, but on the other side of their mouths they want a system (that will be paid for by me to benefit them) that will get more and more people up the canyon. **(32.20A and 32.20C)** They should be required to take responsibility for their own customers. Providing a reservation system would be a good solution. **(32.2.4A)** The shuttles at Zions National Park have proven that getting more and more people in the park only makes the problem worse. Let's start with buses. **(32.2.9A)** We don't want our canyon to become a "Bangerter Folly" like the west desert pumps. Why permanently destroy the area for the benefit of a few.

COMMENT #: 4039
DATE: 7/29/21 5:25 PM
SOURCE: Website
NAME: Stephen Tanney

COMMENT:

I'm not sure why taxpayers should foot the bill for a gondola system that only benefits the money hungry snowbird and Alta resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** These only seem to serve the two resorts with no service for hikers/backcountry touring, nor will they operate outside of the brief winters (which with climate change will only get shorter by climate predictions). **(32.2.2E)**

They have already limited backcountry access on federal forest lands (which are supposed to be free access to the public), and have begun charging parking for backcountry access areas. **(32.4G and 32.2.4A)**

If the little cottonwood canyon resorts want a gondola, have them pay for it. **(32.2.7A)**

Put in a bus system and the avalanche tunnels and let's start thinking smart and utilizing public transport in a smart way. **(32.2.9A)**

COMMENT #: 4040
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Laural Spenser

COMMENT: (32.2.9D and 32.2.6.5N)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

More people can access over a
buss

Full Name: Laural Spenser *

Date: 6/28/21 *

*UDOT requires full name and date

COMMENT #: 4041
DATE: 6/28/21 12:00 PM
SOURCE: Mailed
NAME: Nate Stansfield

COMMENT: (32.2.9D and 32.2.4A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Cuts traffic up canyon

Full Name: Nate Stansfield*

Date: 6/28/21*

*UDOT requires full name and date

COMMENT #: 4042
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Bridget Steadman

COMMENT: (32.2.9D and 32.2.7C)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

no constant road construction

Full Name: Bridget Steadman

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 4043
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Sue Stowe

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Love that it will be long term

Full Name: Sue Stowe *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 4044
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Aqueel Tapia

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

This is better use of money

Full Name: Aqueel Tapia *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 4045
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Emily Terrell

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

 This is safer!

Full Name: Emily Terrell *

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 4046
DATE: 7/2/21 12:00 PM
SOURCE: Mailed
NAME: Kathy Williamse

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

year round availabilities sound
among

Full Name: Kathy Williamse*

Date: 7/2/21 *

*UDOT requires full name and date

COMMENT #: 4047
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Dottie Vea

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

safer, cleaner ride

Full Name: Dottie Vea *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4048
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Trey Wallace

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Better investment

Full Name: Trey Wallace *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4049
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Jan Wally

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

small environmental footprint

Full Name: Jan Wally *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4050
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Chuck Wally

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

last longer

Full Name: Chuck Wally *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4051
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Ken Wilson

COMMENT: (32.2.6.5K)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Avalanches would effect it

Full Name: Ken Wilson *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4052
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Chris Wilson

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

reduce traffic

Full Name: Chris Wilson *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4053
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Gary Wold

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Less dead animals.

Full Name: Gary Wold *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4054
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Peggy Wold

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and
the best transportation solution for Little Cottonwood Canyon.

less pollution

Full Name: Peggy Wold *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4055
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Roseann Woodward

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

cut down on traffic

Full Name: Roseann Woodward

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4056
DATE: 7/3/21 12:00 PM
SOURCE: Mailed
NAME: Red York

COMMENT: (32.2.9D and 32.10A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

Less pollution

Full Name: Red York *

Date: 7/3/21 *

*UDOT requires full name and date

COMMENT #: 4057
DATE: 7/7/21 12:00 PM
SOURCE: Mailed
NAME: Frank Spadafora

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

MY FAMILY HAS A HARD TIME
GETTING UP THE CANYON IN
RENTAL CARS. GONDOLA WOULD MAKE
US FEEL SAFER! PLEASE SELECT
GONDOLA

Full Name: FRANK SPADAFORA

Date: 7/7/2021 *

*UDOT requires full name and date

COMMENT #: 4058
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Taylor Twitchell

COMMENT: (32.2.9D and 32.13A)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

It's less invasive + better for
the environment

Full Name: Taylor Twitchell *

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 4059
DATE: 7/8/21 12:00 PM
SOURCE: Mailed
NAME: Preslee Waner

COMMENT: (32.2.9D)

Little Cottonwood Canyon EIS Public Comment

UDOT team,
I support UDOT's selection of the gondola as the preferred alternative and the best transportation solution for Little Cottonwood Canyon.

The gondola would be a great addition!

Full Name: Preslee Waner

Date: 7/8/21 *

*UDOT requires full name and date

COMMENT #: 4060
DATE: 7/13/21 5:00 PM
SOURCE: Public meeting comment
NAME: Michael Finnerty

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
 S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 7/13/2021

Name Michael Finnerty
 Phone 801 - 633 - 5595
 Email mikef@nxlevel.org
 Address 9476 S. Candle Tree Ln

Would you like to receive email updates? **Yes** or **No**

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

PREFERRED ALTERNATIVES:

Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL) and Gondola B (from La Caille)

ALTERNATIVE COMMONALITIES:

Wasatch Boulevard Five-lane Alternative, Snow Sheds with Realigned Road Alternative, Trailhead Improvements and No Roadside Parking within 1/4 Mile Trailhead Parking Alternative, No Winter Parking Alternative, Mobility Hubs at Gravel Pit and 9400 South/Highland Drive and Travel Demand Management (Tolling, Vehicle Occupancy Restrictions)

UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final EIS.

My comments deal with the VTA Park & Ride located at 9400 S. 2000 E. The current proposal has a parking garage located in the middle of the parking lot. I suggest moving that plaza further to the northwest corner and away from the residence adjacent to the park & ride. Also having as many as six buses waiting to transport passengers every 5 minutes suggests that these buses will sit idling most of the time. The pollution and noise will be intense. I suggest relocating the staging area for the buses further to the northwest corner, as well. The current plan also has the buses circling on 9510 S. and into the parking lot. This is a residential street. It was not built for this heavy of traffic. I suggest re-routing the buses and again keeping them closer to the 9400 S. 2000 E intersection. With the increase in traffic volume, there will be quadruple the number of cars in the parking lot. Also increasing the potential for break-ins. I suggest inclusion of additional security and more frequent. Finally, I suggest a more substantial sound buffer at the east end of the parking lot to help residence deal with the additional noise. Is there the option of keeping the parking plaza to two stories?

32.2.6.2.1E

32.10C
 32.11E

32.2.6.2.1E
 32.11E

COMMENT #: 4061
DATE: 7/14/21 9:44 AM
SOURCE: Email
NAME: Jon luke VanderVeur

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Jon luke VanderVeur
Midvale, UT

COMMENT #: 4062
DATE: 7/14/21 10:01 AM
SOURCE: Email
NAME: Lowell Smoger

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

0). We need a capacity study done on both canyons to understand how many people we can actually have in the canyon at a given time so that we do not destroy the experience or the environment of the canyons!(**32.20B**)

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

2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? (**32.20B**)

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

4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. (**32.13B**) How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? (**32.1.2B and 32.13C**)

5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! (**32.7C**) Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. (**32.2.6.2.1D and 32.2.6.5E**) Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. (**32.2.2I**)

Sincerely,
Lowell Smoger
Salt Lake City, UT

COMMENT #: 4063
DATE: 7/14/21 10:17 AM
SOURCE: Website
NAME: Michelle Ludema

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Michelle Ludema
Salt Lake City, UT

COMMENT #: 4064
DATE: 7/14/21 10:30 AM
SOURCE: Email
NAME: Oakley Gordon

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Oakley Gordon
Salt Lake City, UT

COMMENT #: 4065
DATE: 7/14/21 10:45 AM
SOURCE: Email
NAME: Nick Burns

COMMENT:

Dear Utah Department of Transportation (UDOT),

UDOT, please see my comments below re: Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

The goal should be to reduce private vehicles in the canyons. **(32.1.2B)** But your own proposal indicates the gondola won't make that happen (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)** (The gondola is very tourist-y, and I would probably ride it when relatives visit, etc.

But canyon traffic and community needs require solutions that support year round visitation for everyone! **(32.1.2D, 32.2.6.3C, and 32.2.6.5G)**

And a gondola with two terminous locations (Alta and Snowbird) won't help for any other recreation beyond skiing. So, if a gondola is preferred by the resorts, let them build it. **(32.2.7A)**

Canyon road expansion also seems a bad idea -- again, more road, even w/ dedicated lanes, etc., does not invite a reduction of auto traffic. **(32.2.4A and 32.20E)**

Ultimately, the solution is to reduce/remove private vehicles from our roadways, not add to traffic and pollution. Driving to a gondola-base parking garage doesn't eliminate car congestion. **(32.2.6.5E and 32.7C)** Connecting people from their homes, hotels, etc., to access the Wasatch Mountains will reduce congestion, reduce air pollution, and allow equitable access for everyone to enjoy the Wasatch Range **(32.2.2I)**. Electric buses, w/a HIGH fee for private cars, possibly to include different fees for time of day, expected congestion level, etc. **(32.2.6.3F and 32.2.4A)** Also, maintain the parking lots at the base of canyons for bus access (not everyone will be arriving from SL County; some will be from beyond local bus service). **(32.2.6.2.1C)**

thanks -

Sincerely,
N Burns
park city, UT

COMMENT #: 4066
DATE: 7/14/21 11:59 AM
SOURCE: Email
NAME: Jane Hoffman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Jane Hoffman
Salt Lake City, UT

COMMENT #: 4067
DATE: 7/14/21 12:23 PM
SOURCE: Email
NAME: Steve Maisch

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Steve Maisch
Salt Lake City, UT

COMMENT #: 4068
DATE: 7/14/21 3:32 PM
SOURCE: Email
NAME: Brandon Farley

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

Hello, I have been skiing LCC since 1983. I attended the Last meeting on July 14th and after hearing everyone's statements I concluded that my choice would be the "Enhanced Bus" option. I think the bus option offers flexibility that will be needed to deal with changing demand and offer a blue print that will be easily adapted to deal with BCC as well. **(32.2.9A)**

I wish we could implement the bus option in phases and avoid widening the road by first controlling traffic through tolling and permit parking, with a long term option of an additional bus lane. **(32.2.2K and 32.2.4A)**. At first glance the gondola seems like a more inviting option but I do not believe it will provide any more reliable access up and down from the canyon resulting in operational delays caused by avalanche control, icing, and wind. **(32.2.6.5K)**. I think the key to the problem is changing people's behavior. If we incentivize people to use the bus by offering credits that can be used to discount next year's ski pass or go to a tolling pass that could be used at a later date to pay for a toll for drivers commuting during peak hours then I think we can have a viable solution. **(32.2.4A)**

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

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

COMMENT #: 4069
DATE: 7/14/21 4:01 PM
SOURCE: Email
NAME: B Silvey

COMMENT:

I would prefer a gondola. **(32.2.9D)** I think to solve a few issues people have with it though would be to provide a few stops a long the way for people NOT going to the ski resorts **(32.2.6.5G)**. People are also worried about the cost but I think you should charge people who are using it, weather it's an individual ride or incorporated into a lift ticket or season pass!**(32.2.4A)**

Also if you continued the gondola down into midway and heber I'd never have to drive to the airport again! Saving me hours of driving and hundreds in parking fees!(32.2.2N)

Thanks
Bryan Silvey

COMMENT #: 4070
DATE: 7/14/21 4:27 PM
SOURCE: Email
NAME: Ronald Sawdey

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)** It is more expensive and has less capacity than other alternatives. **(32.2.6.5N)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)** Has this "Carrying Capacity" been factored into the EIS? **(32.20A and 32.20C)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)** At a minimum there should be a stop at the White Pine Trailhead. This trailhead sees a great deal of use summer and winter. **(32.2.6.3C and 32.2.6.5G)**
- 4). Traffic congestion in LCC will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A and 32.7C)** We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.
- 5). The purpose of the the transportation solution should not be to provide a nice marketing tool for Alta and Snowbird (i.e. a gondola). The purpose should be to best serve the general public who travel up the canyon to enjoy its beauty. It is unsurprising that both of these corporate entities, who stand to benefit the most from this particular proposal are very much in favor of a gondola over expanded bus service. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Sincerely,
Ronald Sawdey
SALT LAKE CITY, UT

COMMENT #: 4071
DATE: 7/14/21 5:15 PM
SOURCE: Email
NAME: Christine Bernini

COMMENT:

Hello,

My name is Chris Bernini. I live in Sandy approximately 1 mile from the mouth of Little Cottonwood Canyon. I'm writing to voice my opinion on the two alternate proposals for Little Cottonwood Canyon. I'm very much in favor of the second plan that was the Gondola Plan. Little Cottonwood Canyon is one of the most dangerous roads in the country. Building a gondola would make traveling the canyon not only safer, but it would also be a beautiful scenic ride up and down the canyon. This would appeal to Utah's tourism as well. I believe that the Gondola Plan is our best option. **(32.2.9D)**

Chris Bernini

COMMENT #: 4072
DATE: 7/14/21 6:21 PM
SOURCE: Email
NAME: Peggy Clark

COMMENT:

Perhaps little cottonwood canyon will go the way of Zion national park and have a shuttle service to and from the resorts. That would eliminate a lot of traffic and parking issues. Shuttles would need to hold ski equipment and people. Plus a huge parking lot would b necessary at base of canyon. **(32.2.2B)**
I hate that the canyon is THAT busy ?peg Clark

COMMENT #: 4073
DATE: 7/14/21 7:11 PM
SOURCE: Email
NAME: Phyllis Anderson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

I am highly opposed to a gondola. **(32.2.9E)** Taxpayers would pay a fortune for the benefit of two ski areas, who care about nothing else. **(32.1.2D and 32.2.7A)** I am an active hiker and snowshoer, and I need a way to "get to trailheads. I think some sort of bus system is the only answer for now. **(32.2.6.3C and 32.2.9B)** I do think it would require an extra bus lane. **(32.2.9B)** I also think there should be a reservations system for using LCC, whether to ski, hike, or picnic. **(32.2.2K and 32.2.4A)** There is no way either of the Cottonwoods can accommodate all of the growing use without limits. **(32.20B)** I am also an old river rat, and rivers have long since had to limit the number of users. Please ensure that our canyons provide a fair system of access for everyone, not just skiers.

Sincerely,
Phyllis Anderson
Sandy, UT

COMMENT #: 4074
DATE: 7/14/21 8:54 PM
SOURCE: Email
NAME: Gayle Denman

COMMENT:

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

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

- 1) Will Utah taxpayers be paying for these proposals or will the ski resorts be paying for these? **(32.2.7A)** If it's Utah taxpayers, there is no question, I prefer the enhanced buses. **(32.2.9B)**. The sale of our Utah ski resorts to big business has resulted in very low ICON ticket prices. I recommend that the ICON passes have a premium tax to pay for these enhancements. **(32.2.2K)**
- 2) If widening the roads provides a safety buffer for cyclists, this is a better idea and, in my opinion, offsets the impact on wildlife. The reason why I feel this way is because this road is heavily now, I fail to see how widening the road would impact wildlife further. **(32.9A and 32.13B)**

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

Gayle Denman

COMMENT #: 4075
DATE: 7/15/21 4:42 AM
SOURCE: Email
NAME: Elizabeth Smith Pratt

COMMENT:

I was reading about the gondola option and am a private land owner in/near LCC. It is noted that only one climbing resource will be impacted by tower placement. Is there a preliminary plan for tower placement? **(32.4A)** and 32.2.6J)

Thanks-
Elizabeth

COMMENT #: 4076
DATE: 7/15/21 7:29 AM
SOURCE: Email
NAME: Sylvie Backman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Sylvie Backman
Salt Lake City, UT

COMMENT #: 4077
DATE: 7/15/21 7:30 AM
SOURCE: Email
NAME: Richard Backman

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4078
DATE: 7/15/21 10:52 AM
SOURCE: Email
NAME: Mel Fullmer

COMMENT:

Dear Sirs:

After studying the draft EIS, I continue to think that UDOT should adopt the Gondola option PLUS the proposed LA CAILLE BASE STATION to solve the Little Cottonwood Canyon transportation problem. **(32.2.9D)**

<https://gondolaworks.com/>

As I have stated before, having the gondola option during the winter with parking at the gondola base is especially enticing. Videos showing the snow covered road in the winter with traffic backed up makes the gondola option a no brainer.

My extended family would also take the gondola during the summer and fall to get to the condo at Iron Blossam Lodge, enjoying the scenic ride instead of having to concentrate on driving. The Gondola would also be a wonderful option for a showing our out of town guests the beauty of Little Cottonwood Canyon.

Thank you,

Mel Fullmer
Salt Lake City

COMMENT #: 4079
DATE: 7/15/21 12:26 PM
SOURCE: Email
NAME: Daniel Meza

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Daniel Meza
Salt Lake City, UT

COMMENT #: 4080
DATE: 7/15/21 2:10 PM
SOURCE: Email
NAME: Juliana Ley

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Juliana Ley
Salt Lake City, UT

COMMENT #: 4081
DATE: 7/15/21 3:03 PM
SOURCE: Email
NAME: Lisen Green

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 6). Let's think about using transit that is already in place. **(32.2.9A)** Maybe adding a trax line that will access both canyons (instead of a bus lane). **(32.2.9F and 32.2.2I)** Trax is already in place for the majority of the valley (tax payers), and tourists from the airport to access this conveniently. **(32.2.2I)** I would like to see what the costs would be for this option before we pigeonhole ourselves into 1 of 2 options. **(32.2.7C and 32.2.2I)** It sounds like those with money have spoken, and these options will only line their pockets further. We can do better and we need to!!

Sincerely,
Lisen Green
Salt Lake City, UT

COMMENT #: 4082
DATE: 7/15/21 6:39 PM
SOURCE: Email
NAME: Andy Joy Chase

COMMENT:

Dear Utah Department of Transportation,

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

I have lived in Utah all of my life, it's obviously so beautiful. Any destruction to the canyon will not make things any better nor will we ever be able to make up for the amount of impact to our canyons special, fragile ecosystem. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.13A, and 32.13B)** We need to stop destroying our beauty here and start figuring out other solutions to these minor traffic problems.

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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Sincerely,
Andy Joy Chase
Salt Lake City, UT

COMMENT #: 4083
DATE: 7/15/21 6:41 PM
SOURCE: Email
NAME: Pat Householder

COMMENT:

I support the Gondola option for Little Cottonwood Canyon. **(32.2.9D)**

Patrick Householder

COMMENT #: 4084
DATE: 7/15/21 7:37 PM
SOURCE: Email
NAME: Jennifer Weiler

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Jennifer Weiler
Millcreek, UT

COMMENT #: 4085
DATE: 7/16/21 6:44 AM
SOURCE: Email
NAME: Roland Gilmore

COMMENT:

As a backcountry user and skier in Little Cottonwood canyon the bus is the preferred transportation solution. **(32.2.9A)**

COMMENT #: 4086
DATE: 7/16/21 6:50 AM
SOURCE: Email
NAME: Austen McNulty

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Austen McNulty
Slc, UT

COMMENT #: 4087
DATE: 7/16/21 8:25 AM
SOURCE: Email
NAME: Isabella Prescott

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4088
DATE: 7/16/21 8:44 AM
SOURCE: Email
NAME: John Woeste

COMMENT:

Dear Utah Department of Transportation,

Please create a plan that focuses on buses and not gondolas that drop customers of only at Alta and Snowbird. As as many buses as needed and preferably, create bus only plan, like Zion Canyon. **(32.2.2B)** The plan should include a day when all busses will be electric. **(32.2.6.3F)**

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

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

COMMENT #: 4089
DATE: 7/16/21 9:19 AM
SOURCE: Email
NAME: Steve Gustaveson

COMMENT:

I believe during this time of drought we should realize how important it is to protect our watershed and in the long run I believe the gondola would do a better job at doing that than continuing to add more asphalt and lanes to the canyon and bringing more traffic up, increasing the carbon footprint. **(32.12A, 32.10A, and 32.2.9D)**

Yours Truly, Steven L. Gustaveson

COMMENT #: 4090
DATE: 7/16/21 12:26 PM
SOURCE: Email
NAME: John Giles

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4091
DATE: 7/16/21 12:30 PM
SOURCE: Email
NAME: Patricia Kimball

COMMENT:

Dear Utah Department of Transportation,

I am a lifelong resident of Salt Lake City and an avid skier and hiker in the Wasatch. The traffic issues in Little Cottonwood need addressing but I do not agree that a gondola OR a widening of the existing highway is a good solution for a problem that occurs only 21 days a year. **(32.1.4D, 32.2.9C and 32.2.9E)** How about charging a fee per vehicle as in Millcreek Canyon? **(32.2.2Y and 32.2.4A)** How about adding more buses as needed? **(32.2.9A)** Not as sexy as a gondola but certainly much less expensive and, not to mention it would save the canyon from unsightly infrastructure. **(32.17A and 32.17B)**

I urge you need to think more carefully before subjecting the canyon to more disruption of its delicate ecology and natural beauty which is of course the reason the canyon is so beloved. Preservation of the canyon for generations to come should be your primary guiding principle. **(32.13A, 32.13B, 32.17A, and 32.17B)**

Thank you,
Patricia Kimball

Sincerely,
Patricia Kimball
Holladay, UT

COMMENT #: 4092
DATE: 7/16/21 1:20 PM
SOURCE: Email
NAME: N Dewey

COMMENT:

To whom it may concern:

As a resident of Sandy that lives a short distance off of 9400 South, I would like additional information regarding the traffic plan for the proposed parking structure at 9400 South and Highland Drive. **(32.2.6.2.1D)**

Currently, the traffic along 9400 South is pretty steady all day with peak periods having become more troublesome in the last 5 years. In particular, it has become increasingly difficult to exit my neighborhood and go eastbound. Increased traffic plus a double turn lane exiting from Waterford school has made this impossible in the morning. Waterford traffic turns into both lanes of eastbound traffic and then many promptly perform a U turn at the intersection of my street. I can not imagine the impact of increased traffic on a powder day. **(32.7B and 32.7C)**

My concerns are not only regarding volume of traffic but also the increased noise. I can't help but notice that neighborhoods close to me that back on to 1300 East or 9400 South usually have concrete sound walls. In my section of the neighborhood (9400 South and 1560 East) this is not the case. Currently there is a short (3 ft?) section of concrete with a chain link top that is in various states of disrepair. Does this structure meet guidelines for the traffic volume that this proposed parking structure will create? **(32.2.6.2.1D and 32.11G)**

I am interested to know a little more about how this parking structure will affect the traffic patterns in my neighborhood and how UDOT proposes to mitigate the impact for residents. **(32.2.6.2.1D)**

Thanking you in advance,
Nicole Dewey
Sandy UT

COMMENT #: 4093
DATE: 7/16/21 1:53 PM
SOURCE: Email
NAME: Elise Longnecker

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Elise Longnecker
Salt lake city, UT

COMMENT #: 4094
DATE: 7/16/21 3:41 PM
SOURCE: Email
NAME: Gregg MacDonald

COMMENT:

How can you claim that the gondola will increase access to the canyon, while simultaneously claiming that it will limit the number of people accessing it? You can't have it both ways! **(32.1.2B, 32.1.2D, 32.7C, 32.20A, and 32.20C)**

It's assumed that tolling will be part of any plan. Why? What about folks like myself that own property in the Canyon? Anytime we need to leave our home/condo, we will need to pay to drive out? Then again to go home? Really? **(32.2.4A)**

Or are we supposed to take the gondola everywhere? Can I bring a shopping cart full of groceries on the gondola? How about two weeks' worth of luggage and skis? **(32.2.2L and 32.2.4A)**

The towers will look ugly, and the traffic "problem" you describe is intermittent at worst. **(32.17A)**
Widening the road is a much better solution to this relatively small issue. **(32.2.9B)**

You folks like to imagine that skiers will be able to access Snowbird and Alta when avalanches have closed the road. But you seem to forget that when those roads are closed, Snowbird and Alta are usually locked down by Interlodge rules!! So if you were foolish enough to send skiers up the canyon via the gondola, they would not be able to ski, or even leave the terminal building. **(32.2.6.5H)**

The gondola idea has simply not been well thought out. Waste the taxpayers money, punish everyone that owns property up canyon, and ONLY serve the interest of day skiers and commuting ski resort employees. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

For goodness sake, stop the madness before you ruin the canyon and access to it.

Gregg MacDonald

COMMENT #: 4095
DATE: 7/16/21 8:24 PM
SOURCE: Email
NAME: Joni Koncar

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Joni Koncar
Salt Lake City, UT

COMMENT #: 4096
DATE: 7/16/21 8:42 PM
SOURCE: Email
NAME: Graydon Guzzle

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Graydon Guzzle
West Jordan, UT

COMMENT #: 4097
DATE: 7/17/21 9:46 AM
SOURCE: Email
NAME: Josh Cox

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Josh Cox
South Sal Lake, UT

COMMENT #: 4098
DATE: 7/17/21 2:48 PM
SOURCE: Email
NAME: David Draper

COMMENT:

What a graet deal for alta and snow bird. Hire a PR company and make a website, all in a few hundred thousand dollars and get a Half a billion dollar project built for them. Yeah there might be some other uses for it but come on. **(32.2.7A)** The amount of benefit that will go to Alta and snowbird versus other things is not even worth noting. I'm having a hard time living in the state with its tax burden increasing and the pay stagnating. please stop doing projects like this. it's not fair to us who are just barely getting by. **(32.5A)** People who ski and the ski resorts should take the full burden of a project like this please be respectful to the rest of the population of the state. **(32.1.2D, 32.2.9G, and 32.2.7A)**

COMMENT #: 4099
DATE: 7/17/21 3:20 PM
SOURCE: Email
NAME: Randall Parker

COMMENT:

Tunnel building technology is already proven in Austria and Switzerland. It will solve the traffic congestion without the perpetual eyesore of a Gondola, Towers and Cables. We are burying power lines to avoid the eyesore of them above ground. A Gondola with it's Cables and Towers in Little Cottonwood Canyon is worse. **(32.2.2C and 32.17A)**

Take a look at building a tunnel through the Granite Batholith that is Little Cottonwood Canyon South Side. Run it up the South side and take advantage of the Granite to create a naturally strong tunnel system for a two way rail. It will also be less invasive to resident wild life like the Big Horn Sheep the Wild Life Division released there. **(32.2.2C)**

cheers

Randall Parker

COMMENT #: 4100
DATE: 7/17/21 3:50 PM
SOURCE: Email
NAME: Dave Pacheco

COMMENT:

Dear Utah Department of Transportation,

I grew up in Cottonwood Heights and still consider the area between the canyons as my true home. I am (and increasingly less so, due to the crowds) an avid user of the canyons for quiet recreation away from development.

I believe the single most significant value these lands hold, for everyone, is their wild character. Besides our drinking water that's cleaned through the natural process of leaving it alone and not building around the water source, the single most important value the lands possess is as natural places, not just for us people, but for the plants and animals that call it home.

Limiting the number of people in the canyons is the only way to lift the protection of natural areas above our own desires. The canyons weren't created for the ski industry, and they and their profits shouldn't be the main consideration behind this decision. **(32.2.2K, 32.2.4A, 32.20B, and 32.2.7A)**

Choosing between the lesser of two evils leads me to the bus alternative, but it ignores the obvious -- the best solution is to limit entry to the canyons -- ski industry profits be damned. **(32.2.2K and 32.2.4A)**

Lastly, the lands themselves hold intrinsic value, merely as places we know are there, and area still wild.

I value the wildness and beauty of the Wasatch Mountains. I favor the designation of new Wilderness areas and Conservation Areas. **(32.29F)**

Specifically:

- 1). UDOT's own proposal says the gondola won't reduce vehicle traffic in LCC. **(32.7C)**
- 2). Before making any significant decisions about transportation in the canyons, does UDOT know what the carrying capacity even is, and will such as study enter the evaluation in this EIS? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)** I consider this the most important question to answer.
- 5). Traffic congestion in LCC will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A and 32.7C)** We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.2I and 32.2.6.2.1D)**

Simply put, please don't make the mistake of forever changing the beauty of LCC. A gondola's damage to the scenery, to the added vehicle congestion, and to the natural beauty we all enjoy, is irreversible. **(32.17A, 32.B, and 32.7C)**

Please start with the carrying capacity study and work your way back from there. Don't start with ski industry wishes. That's a sure way to make the right decision for industry, but it comes at the expense of the people. **(32.20B)**

Sincerely,
Dave Pacheco
Salt Lake City, UT

COMMENT #: 4101
DATE: 7/17/21 8:26 PM
SOURCE: Email
NAME: Richard Brady

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Richard Brady
Sandy, UT

COMMENT #: 4102
DATE: 7/17/21 10:43 PM
SOURCE: Email
NAME: Carleton DeTar

COMMENT:

Dear Utah Department of Transportation,

We are 74 and 76-year old long-term residents of Utah. We are avid hikers, backpackers, amateur naturalists, and cross-country skiers. We value the wildness and beauty of the Wasatch Mountains, please see our comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**.
- 2) We are in favor of public transportation that will provide easy access to trailheads. The gondola, as proposed, will not serve the hiking population like us. Buses will. **(32.2.6.3C)**
- 3). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.
- 6.) The EIS projection for the carrying capacity for buses (1008 riders) and private vehicles (2249 riders) obviously depends on user fees. **(32.2.4A)** The envisaged number for private vehicles is excessively unbalanced. We favor substantial tolls for private vehicle access during peak usage and favorable bus fees. **(32.2.4A)**

Sincerely,
Carleton DeTar
Salt Lake City, UT

COMMENT #: 4103
DATE: 7/18/21 9:17 AM
SOURCE: Email
NAME: David Tillotson

COMMENT:

To whom it may concern,

I submitted a comment yesterday about adding another noise wall in our neighborhood (north side of 209, east of the proposed wall #15). **(32.11F)**

I wanted to add that in addition to noise mitigation, this would be an additional safety measure for many young children in our neighborhood. Many kids play in our streets and I would hate to have a young child walk up the hill into traffic. This is the only area in the neighborhood that is exposed to heavy traffic on 209. All other areas of the neighborhood have houses buffering our road from 209. **(32.11F and 32.7B)**

Please please please consider putting a wall in this location. I am willing to meet anyone from UDOT there on-site and explain why this wall makes a lot of sense from a noise, safety, and emissions standpoint.

Thank you for your consideration.

Sincerely,
David Tillotson
Sandy UT

COMMENT #: 4104
DATE: 7/19/21 12:00 AM
SOURCE: Mailed
NAME: Abby Jorgensen

COMMENT: (32.1.2B, 32.2.2BB, 32.20B, 32.20A, 32.20C, 32.1.2C, 32.2.6.5G, 32.1.2B, 32.13C, 32.7C, 32.10A, 32.5A, 32.4G, 32.2.9E, and 32.2.7A)

Dear UDOT,

I'm from Idaho but I moved to SC about 8 yrs ago to pursue my dreams of becoming a biologist and instantly fell in love with the wasatch and all the skiing possibilities. I've had an Alta pass every winter since I've moved here and couldn't be more grateful! I value the wildness and beauty of the Wasatch Mountains. I've lived down canyon, and I've hiked up canyon and I'm telling you, kt this canyon be!! After reviewing the DEIS on your website, I have questions...

- Is goal to reduce private vehicles in the canyons? (According to UDOT, LCC EIS, p. 2-16 the proposal says gondola won't reach that mark)
- Is carrying capacity known and how does UDOT weigh that info in DEIS process?
- How does gondola serve year-round visitation if it only has two terminous areas?

I also have some additional comments on the following page.

VERY IMPORTANT STUFF BELOW ↓

Either plan will disrupt 1,200 plant and animal species that rely on their ecosystem.

These alternatives should highlight in EIS how shared habitat will continue to thrive, and even be restored.

Gondola is still heavily reliant on private vehicles on roadways, this does not reduce congestion, air pollution, or allow equitable access for all who wish to enjoy the beauty of the Wasatch.

Yes, we need to do something differently, but can't that prioritize ensuring flora and fauna are protected, along with wildlife. And instead can we value the community of LCC instead of exploiting it for tourism dollars. Lets be different and actually protect this beautiful place I've grown to call home. Lets be better and chose to protect the environment and watershed. It will be crucial for success and survival!

Best, Abby Jorgensen

COMMENT #: 4105
DATE: 7/19/21 12:00 AM
SOURCE: Mailed
NAME: Sarah Schlaefke

COMMENT: (32.2.9E, 32.17A, 32.7C, 32.2.6.5C, 32.2.6.5K, 32.2.4A, 32.20E, and 32.2.2B)



UNIVERSITY OF UTAH
COLLEGE OF HEALTH

7/14/2021
Office of the Dean
Wellness + Integrative Health

COMMUNICATION SCIENCES
AND DISORDERS
EXERCISE AND
SPORT SCIENCE
HEALTH PROMOTION
AND EDUCATION
NUTRITION
OCCUPATIONAL THERAPY
PARKS, RECREATION
AND TOURISM
PHYSICAL THERAPY

Dear UDOT:

I am writing in regards to the Little Cottonwood Canyon EIS commenting period. I am particularly concerned about the building of more massive structures throughout the canyon. I think the gondola option is just a costly, unsightly band-aid for a problem that will still exist even with the gondola. It just offers another avenue to wait in line for, to break down, + still ~~cause~~ cause canyon car traffic. Consider the LA highway traffic paradox. No matter how much they expand the highway, there is still severe traffic jamming. There is simply just more space to jam.

Also, once such a costly thing is built + then turns out to fail or be a money-suck + inadvertently gets shut down, what would happen to the structures? Would they get left to rot + fall apart in the wild just like the mining + pipeline equipment in Big Cottonwood? What an eyesore + abuse of wild land.

Obviously traffic in both canyons is a serious issue. However, this lobbed option is NOT the answer. It would be wiser to look into canyon shuttles in the same way Zion operates or getting the entrances how American Fork canyon used to function.

383 Colorow, Rm 390
Salt Lake City, Utah 84108-1201
Phone 801-581-8537
Fax 801-581-5209

Thank you for your time, Sarah Schlaefke
sarahschlaefke17@gmail.com

COMMENT #: 4106
DATE: 7/19/21 9:09 AM
SOURCE: Email
NAME: Nancy Starks

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Nancy Starks
Salt Lake City, UT

COMMENT #: 4107
DATE: 7/19/21 2:49 PM
SOURCE: Email
NAME: Elizabeth Opie

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Elizabeth Opie
Salt Lake City, UT

COMMENT #: 4108
DATE: 7/19/21 3:02 PM
SOURCE: Email
NAME: Heather Anderson

COMMENT:

I listened to the 2 hour UDOT citizen comment period last week. I found myself going back and forth on what would be best between the two options, NEVER fully satisfied with the safety or benefits of either option.

When you can't find the right answer you don't just stop looking, and draw straws to decide between two ok'ish multi million dollar options. It's time to stop this project and gather more complete data to better find a solution. Especially when tax dollars would pay for it. **(32.2.7A)**

Our water is the most important consideration. I had no idea there were toxic mines along that road. Disturbing them could be catastrophic to our water supply and the wildlife in the area. **(32.16A)** Adding those ugly water shed things would be a horrible eyesore, and the danger of cutting into the mountain would continue after construction finished with rock slides. The whole thing seems asinine. **(32.29D, 32.12A, 32.12B, 32.17A, 32.17B, and 32.17C)**

The gondola isn't any better. I loved the guy who pointed out there are only 20 seats on the gondola. Everyone else would have to stand for the hour long trip. **(32.2.6.5C)** What if there's a medical emergency, or someone is drunk and gets physical. Everyone could be dead in the hour it would take to get to them. Imagine that lawsuit. Bye bye Oktoberfest. **(32.2.6F)** I also appreciated the point that all transportation is required to stop during avalanche control, and lines must be inspected for damage before they could resume use. Honestly the gondola is more of an attraction than a solution, and ONLY serves the ski resorts. **(32.1.2D, 32.7B, and 32.7C)** No where else in the canyon. Single use. **(32.1.2D)** Also who would determine run times, provided staff, maintenance etc? **(32.2.6I, 32.2.6.5Q 32.2.6.3K, and 32.2.6.5F)** Who pays for all of it year after year? **(32.2.7A)** Bus schedules to get people to their cars from the base? Dumb!

Canyon use... there's only so much use the canyon can reasonably sustain. **(32.20B)** Maybe limits need to be in place NOW to reduce traffic and damage to our delicate eco system? **(32.2.4A, 32.2.2L, and 32.2.2K)** I was concerned by snowbirds general manager talking about moving several thousand people in a few hours. I agree with many "people who said... if the main problem is 20-30 days a year this is not the right solution. **(32.1.4D)** Not for our canyon and not for the money being spent.

Ideas:

(Don't just complain, come with solutions?)

Toll: As much as I HATE to say it we need a toll system specific to the activities folks are using the canyon for, at least during peak season or high traffic days... Skiers at the resort, hikers in their areas. **(32.2.4A)** Snowbird issues guests staying at the resort parking passes. (As a time share owner since inception I'm very aware and used to this system.) There's no reason they can't send those passes via email with a parking space assignment. **(32.2.2K and 32.2.4A)** Those staying with a pass could travel the canyon at a reduced rate, or for free. Assign parking spaces along with the toll at the bottom of the canyon. Once parking is full, send people home at the base before they go up reducing traffic and parking stress. **(32.2.2K)** Most Hotels in Las Vegas have automated systems that tell them which spots are occupied or not. Why can't we do the same? People can drop off at the bus stop to ride up. There's no reason people need to drive up to drop off. If they insist, charge them and issue a NO PARKING pass. **(32.2.4A)** HUGE fine if they are caught parking. There's also no reason the resorts couldn't build

parking structures up there. (Their view shouldn't trump how our city will look or function) Parking has been a mess for years up there. Don't let them push their problems on us!(**32.2.2F, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**)

Idea: (Favorite)

I heard from many residents this last ski season was substantially better because you had to have a pass with a specific time to ski before you went up the canyon due to Covid. Why not continue that program on a bigger scale? Stagger times folks who want to drive can get on the mountain so traffic can flow smoothly & lines remain reasonable at the resort. (**32.2.2K and 32.2.4A**) It would also encourage people to stay at the resorts to ski all day without having to get a pass to come up the canyon, and also encourage bus use by those who HAVE to get fresh powder?? (**32.2.4A**)

Idea:

Diverting traffic to the street LaCaille is on will not improve much of anything. (**32.2.6.5E**) It's a 2 lane nightmare already. Why not build a hub/parking structure, & shops on 9400 South where Shopko used to be. (**32.2.2FF and 32.2.6.2.1C**) Most stop there to grocery shop on their way up the canyon anyway, and could reinvigorate the businesses in that strip mall and the one kitty corner. Nice tax revenue for the city? Best of all, it is already a 5 lane road that could support more traffic before the lane narrow.

Let's not only find a solution for the skiers, but for everyone who enjoys the MANY activities our Canyons offer. There is an answer we just need to be patient and acknowledge what we should and shouldn't do. Let's do the right thing, not settle for anything. It's our obligation to not put any additional burden on the canyon, the citizens living in the area, or to our pocketbooks. (**32.1.2D, 32.2.7A, 32.7B, 32.7C**)

Sincerely,

Heather Anderson
Resident of Cottonwood Heights

PS: There once was a time that 55 was fine on Wasatch, but that time has passed. There are many homes, cyclists, and pedestrians that use that road now. I think 40mph is a reasonable compromise for that stretch. Thx!(**32.2.6.2.2A**)

COMMENT #: 4109
DATE: 7/19/21 10:18 PM
SOURCE: Email
NAME: Bill James

COMMENT:

Dear UDOT

JPods primary market is dense urban networks. We would like to privately fund converting traffic costs and higher gasoline costs into value in cities like Salt Lake City.

However, the costs in your EIS document for Little Cottonwood Canyon indicate we may be able to privately fund the solution on such a linear network. The capacity of JPods networks far exceeds the capacity of all current alternatives. **(32.2.2MM)**

Links to:

Background on the Morgantown PRT

My US Patent that improves on PRT by replacing the centralized computer system with a distributed collaborative networks of computers and robots, (6,810,817):

Networks of self-driving cars: "A method of controlling a transportation System for moving people, freight, and any combination whereof using a distributed network of intelligent devices without requiring the aid of a human driver"

Solar-powered mobility networks: "The method... providing... Solar and wind power generators integrated into the physical Structure of Said transportation System...."

Red Bull TV, JPods starts at 9:30 (2015). This covers three major areas of change

TEDx Atlanta

10X Benefits of JPods

Capacity

--

Bill James

www.JPods.com

COMMENT #: 4110
DATE: 7/19/21 10:38 PM
SOURCE: Email
NAME: Mike McCabe

COMMENT:

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

Mike McCabe

COMMENT #: 4111
DATE: 7/20/21 9:35 AM
SOURCE: Email
NAME: Anna Eichert

COMMENT:

Dear Utah Department of Transportation,

This project would greatly affect the health of the watershed and riparian ecosystem. Negatively impacting populations of fish, insects, ungulates, and flora would decrease the value of available freshwater downstream. **(32.12A, 32.12B, 32.13A, and 32.13B)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Anna Eichert
Turlock, CA

COMMENT #: 4112
DATE: 7/20/21 11:18 AM
SOURCE: Email
NAME: Lorenz Steininger

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Lorenz Steininger
stafford, VA

COMMENT #: 4113
DATE: 7/20/21 12:13 PM
SOURCE: Email
NAME: Shawn Hansen

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Shawn Hansen
Salt Lake City, UT

COMMENT #: 4114
DATE: 7/20/21 12:16 PM
SOURCE: Email
NAME: Jane Hoffman

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Jane Hoffman
Salt Lake City, UT

COMMENT #: 4115
DATE: 7/20/21 12:18 PM
SOURCE: Email
NAME: Henry Hartzler

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.
- 6) Both the gondola and road widening proposals will destroy hundreds of boulder problems where the climbers of the SLC area & visitors recreate regularly. I personally boulder at the roadside adjacent boulders for much of the fall and spring seasons. Destroying "these classic lines (boulders) would erase climbing history and reduce recreation access. **(32.4A and 32.4B)**

Sincerely,
HENRY HARTZLER
Midvale, UT

COMMENT #: 4116
DATE: 7/20/21 12:29 PM
SOURCE: Email
NAME: Doug Krause

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
doug krause
Coral Springs, FL

COMMENT #: 4117
DATE: 7/20/21 12:29 PM
SOURCE: Email
NAME: Timothy Ostler

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
timothy ostler
Murray, UT

COMMENT #: 4118
DATE: 7/20/21 12:37 PM
SOURCE: Email
NAME: Gretchen Vetter

COMMENT:

Dear Utah Department of Transportation,
People will never leave their car for a bus. The bus is seen as an inferior mode of transportation unless it could get there faster, or have some other large advantage over the private car. **(32.2.4A)**
People will leave their car for a train. Trains are seen as equal or even more fun than driving **(32.2.7F)**.
The visual impact of the train would be lower than the gondola and it could possibly serve the areas between the mouth of the canyon and the resorts, where people hike, snowshoe, backcountry ski.
Good luck making this decision. It's a tough one. **(32.17A, 32.17D, and 32.2.6.6A)**

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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Sincerely,
Gretchen Vetter
Boise, ID

COMMENT #: 4119
DATE: 7/20/21 12:41 PM
SOURCE: Email
NAME: Ian Esplin

COMMENT:

Dear Utah Department of Transportation,

Thank you for your dedicated service to our great state. I wish to express my opposition to both the gondola proposal and canyon road expansion proposal described in the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS) **(32.2.9D)**

Thank you- Ian

Sincerely,
Ian Esplin
Cottonwood Heights, UT

COMMENT #: 4120
DATE: 7/20/21 12:42 PM
SOURCE: Email
NAME: Tami Palacky

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Tami Palacky
Port Saint Lucie, FL

COMMENT #: 4121
DATE: 7/20/21 12:49 PM
SOURCE: Email
NAME: Robin Dale

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation

No to the gondola ! **(32.2.9E)**

Sincerely,
Robin Dale
Sandy, UT

COMMENT #: 4122
DATE: 7/20/21 12:52 PM
SOURCE: Email
NAME: Carol Thompson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Carol Thompson
South Park, PA

COMMENT #: 4123
DATE: 7/20/21 12:55 PM
SOURCE: Email
NAME: Aaron Knoll

COMMENT:

Dear Utah Department of Transportation,

I completely oppose the plans to add tolls to BCC and LCC. **(32.2.4A)**
I would prefer nothing at all be done and we live with traffic, than tolls be placed at the canyon entrances. **(32.2.9G)**

The only long-term solution to our problems is to create multiple entrances and exits out of the canyons. A tunnel connecting LCC to BCC would be expensive but would solve this issue. Plowing Guardsman pass or tunneling through to Park City would likewise provide a second exit for both BCC and LCC. **(32.2.2H)** If these accesses were created during the winter, it would justify tolls, greatly reduce congestion up BCC and LCC, and provide safe exits in case of avalanches or accidents.

A gondola will do nothing to solve the problem, and will be an expensive eyesore. **(32.1.2D, 32.7B, and 32.7C)** But barring tunnels, there are shorter-term solutions to the frequent congestion we experience:

- Improved bus service would indeed help, as would widening the road to two lanes in more places in the canyon to allow for passing. **(32.2.9A and 32.2.2P)**
- Eliminate the traffic light at Mill D south fork to reduce congestion there. Widen the road to two lanes there to ease passing. **(32.1.1A)**
- Discourage peak travel times at the beginning and end of the ski day. This could be changed if there were pressure on the resorts to encourage skiers (including those without season passes) to spread out throughout the day, instead of all using the canyon at the same time. **(32.2.2K)**
- Address the lack of efficient parking, in particular at Solitude. This could be addressed by requiring resorts to build adequate parking structures. **(32.2.2K)**

Sincerely,

Aaron

Sincerely,
Aaron Knoll
Salt Lake City, UT

COMMENT #: 4124
DATE: 7/20/21 12:57 PM
SOURCE: Email
NAME: Elizabeth King

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Elizabeth King
Sandy, UT

COMMENT #: 4125
DATE: 7/20/21 1:00 PM
SOURCE: Email
NAME: Emily Boman

COMMENT:

Dear Utah Department of Transportation,

It makes no sense for the taxpayers to pay for an environmentally damaging gondola that will only benefit 2 private corporations for only a few weekends per year. This makes zero sense for Utahns, and in fact only benefits 2 private businesses. Please do not ruin the beauty of this beautiful canyon with a permanent fixture that will not actually solve the problem. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.17A)**

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

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

2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**

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

4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**

5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Emily Boman
SLC, UT

COMMENT #: 4126
DATE: 7/20/21 1:21 PM
SOURCE: Email
NAME: Frank Bouchard

COMMENT:

Dear Utah Department of Transportation,

As an employee of UDOT that proudly wears a UDOT hat while recreating in the mountains, I've found myself being accosted lately by folks asking "what is UDOT thinking?" And I have no good answer. The gondola project is a waste of taxpayer money and its destructive to our National Forest land. **(32.1.2D and 32.2.7A)** If carried out, its going to be a nightmare for UDOT. There are going to be lawsuits to deal with. And every time anything goes wrong, UDOT is going to be criticized and vilified. Why wreck the good standing that we currently have with Utah residents. The gondola is just growth for growth's sake. Forget about this silly waste of time. **(32.2.9E)**

Frank Bouchard

Sincerely,
Frank Bouchard
South Salt Lake, UT

COMMENT #: 4127
DATE: 7/20/21 1:21 PM
SOURCE: Email
NAME: Emily Webb

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

In conclusion the gondola only really benefits the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a citizen of cottonwood heights who uses the canyons year round I would urge you to see the harm a gondola will do and will not solve the problems at hand. There are other options that have less lasting effects on the canyon which would help with the traffic problems. Don't ruin the canyon and ask us, the citizens of Cottonwood Heights to foot the bill. **(32.2.9E)**

Sincerely,
Emily Webb
Salt Lake City, UT

COMMENT #: 4128
DATE: 7/20/21 1:27 PM
SOURCE: Email
NAME: Emma Black

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Sincerely,
Emma Black
Elk Ridge, UT

COMMENT #: 4129
DATE: 7/20/21 1:27 PM
SOURCE: Email
NAME: Harold Carr

COMMENT:

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch. Here are my comments on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Uses buses to get people out of their vehicles and onto the bus well before the mouth of the canyon. **(32.2.9A)**

Have a toll that encourages 4 people per vehicle. **(32.2.4A)**

Ticket vehicles with ill-equipped tires. **(32.2.2M)**

Enforce no roadside parking. **(32.2.9P)**

Sincerely,
Harold Carr
Salt Lake City, UT

COMMENT #: 4130
DATE: 7/20/21 1:39 PM
SOURCE: Email
NAME: Matthew Pockrus

COMMENT:

Dear Utah Department of Transportation,

You've probably seen dozens of the copy/pasted messages from Save Our Canyons so I won't echo those, though I agree with the heart of their message.

As an avid skier, outdoorsman, and 25-year Utah resident, I just wanna say that building a gondola up Little Cottonwood Canyon is the sort of spineless money-grubbing [REDACTED] capitalist idea I've come to expect from this state and y'all really need to get your [REDACTED] together and not make it happen rather than continuing to [REDACTED] the millionaire hacks that want to privatize every square inch of land from Ogden to Payson. **(32.1.2D and 32.2.7A)** These are the same hacks that, I know, get you hard by wining and dining you and then whispering "tourism tax revenue" into your ear. Building a Gondola is not only a [REDACTED] idea because it won't accomplish your stated goals, **(32.1.2D, 32.7B, and 32.7C)** it's also a [REDACTED] idea will permanently affect the sanctity of that canyon at the taxpayer's expense and will serve to benefit nobody but Snowbird and Alta and the wealthy out-of-towners that don't give a flying [REDACTED] about Utah except as a place where they can go to recreate. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This move will make it harder for people like me, who have spent their whole lives enjoying these spaces (often NOT at Alta and Snowbird because I'm not a rich out-of-towner) by encouraging further congestion and focusing on getting people to the two places up the canyon that they're only allowed to enjoy if they purchase the \$100/day admission ticket. **(32.4G and 32.1.2D)**

Y'all should really be limiting private vehicles as much as possible and investing in efficient and manageable public transportation up the canyon that is impermanent. Busses, [REDACTED]. **(32.2.9A and 32.2.4A)** This isn't that hard. No need to widen the [REDACTED] roads or string up miles of cable. Bus people up the canyon. If they don't wanna sit on a bus, [REDACTED]. They don't need to go up the canyon. They won't die. They'll find other places to spend their money. **(32.2.9A and 32.2.4A)**

And while you're at it, make Snowbird and Alta pay for the [REDACTED] busses. **(32.2.7A)** They're not hurting for money, I can assure you. If they don't wanna pay for the busses, fine. People can sit in traffic in their private cars and Snowbird and Alta can deal with fewer people making it to the resorts to spend money. Give them that ultimatum and watch how quickly they decide that busses are a good idea.

Y'all are getting swindled here, and I think you know it. Grow a [REDACTED] spine and make Snowbird and Alta get their [REDACTED] together on their own rather than bleed middle-class taxpayers to the tune of half a billion dollars to make the canyons that they can't even afford to access anymore more accessible to the rich folks actually using them.

This isn't hard. It only seems hard because y'all are unnecessarily complicating it for [REDACTED] reasons. Get your act together.

Sincerely,
Matthew Pockrus
American Fork, UT

COMMENT #: 4131
DATE: 7/20/21 1:40 PM
SOURCE: Email
NAME: Richard Walton

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4132
DATE: 7/20/21 1:43 PM
SOURCE: Email
NAME: William Myers

COMMENT:

Dear Utah Department of Transportation (UDOT),

Simply put, there must be a better way to address our goals for the canyon than making irrevocable changes to it.

Maybe the perfect solution isn't obvious today (it seems clear to me that neither proposal is sufficiently advantageous to pursue). **(32.2.9C and 32.2.9E)** If that's the case, we owe ourselves and future generations patience in finding what is.

In the big picture, there is no occasion for haste here. **(32.29D)**

Sincerely,
William Myers
Salt Lake City, UT

COMMENT #: 4133
DATE: 7/20/21 1:53 PM
SOURCE: Email
NAME: Melanie Marier

COMMENT:

Dear Utah Department of Transportation,

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

I understand that some major stakeholders are eager to see a solution to high-traffic days in LCC but I don't believe that less disruptive solutions to the fauna, flora and users other than skiers have been fully assessed. It appears that the solutions presented solely have the skier in mind and I'm not convinced that it will lead to a better experience. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The limited capacity of the road yields a limited capacity for the its enjoyment which makes it a privilege to recreate in LCC and contributes to a good experience for those who are fortunate enough to have access.

More people in less time, as it is the goal, will not necessarily improve the experience. **(32.1.2B and 32.2.4A)**

A reliable bus service and tolls first need to be experimented with. **(32.2.9A and 32.2.4A)**

The offer may not be able to meet the demand in this canyon and I don't understand why it should. It would most likely be detrimental to the environment and user experience. Nature has limits. We're pushing them beyond sustainability in this case.

Sincerely,
Melanie Marier
Salt Lake City, UT

COMMENT #: 4134
DATE: 7/20/21 1:54 PM
SOURCE: Email
NAME: John McNeil

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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I lived in Utah for 35 years and now in Colorado but I feel that the tram is a big mistake. **(32.2.9E)** I frequently skied in White Pine below Snowbird several times a week. This tram would prevent users like I used to be from accessing this wonderful area. **(32.2.4A and 32.4G)** I would have loved it if the bus stopped in WhitePine. The bus proposal is the best option to take into account more than the destination resort skier. **(32.2.6.3C)**

Sincerely,
John McNeil

Sincerely,
John McNeil
Salida, CO

COMMENT #: 4135
DATE: 7/20/21 1:55 PM
SOURCE: Email
NAME: Ben Gartenstein

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Ben Gartenstein
Midvale, UT

COMMENT #: 4136
DATE: 7/20/21 1:55 PM
SOURCE: Email
NAME: Ashley Chapman

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Ashley Chapman
SLC, UT

COMMENT #: 4137
DATE: 7/20/21 2:08 PM
SOURCE: Email
NAME: Roxane Googin

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)** What private vehicle reduction would be attained via the gondola solution? **(32.2.4A)**

- 2). There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. What is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20A, 32.20B, and 32.20C)**

- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminus areas at Alta Ski Resort and Snowbird Resort. Why are we using taxpayer money primarily to support two resorts? They should build it themselves. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

- 4). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

- 5) Why are we not reviewing successful traffic mitigation efforts in other geographies? Every place is "different", yet the congestion problems have similarities.

Sincerely,
Roxane Googin
Park City, UT

COMMENT #: 4138
DATE: 7/20/21 2:44 PM
SOURCE: Email
NAME: Michael Pittman

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I am aware of many different options being discussed to facilitate more visitors accessing the Cottonwood Canyons. **(32.1.2B)** This is understandable; the Canyons are beautiful and therefore quite popular. However, I am deeply concerned that the options which seem to have the most government support tend to pose a greater threat to the environment while primarily benefiting the extremely wealthy ski resorts, all at the tax payer expense. **(32.1.2D and 32.2.7A)**

I would strongly encourage that we experiment with some of the simple, non-invasive options prior to making any drastic, expensive changes (i.e. Gondola or train.) For example, we could easily install a ranger station at the base of the canyon and implement a policy that from Thanksgiving until Memorial day any vehicle with less than 2 (or maybe even 3) passengers will have to pay a toll. **(32.2.4A)** This would obviously encourage car pooling which would greatly reduce both traffic in the canyons during the crucial winter months as well as decrease the demand on the limited parking available at the resorts and elsewhere in the canyons. Likewise, we could implement a policy of allowing buses, and maybe even vehicles with at least 3-4 people, to enter the canyons up to 1 hour earlier than other non car-pool vehicles. **(32.2.4A)** This would achieve the same benefit. Clearly, these policies and procedures could be quickly implemented and or revoked/modified. If, after a year or two of experimenting, there is not a significant improvement, then we could look at other, more invasive and costly options. In short, there is NO NEED to hastily adapt other options if they are not needed.

Sincerely,
Michael Pittman
Sandy, UT

COMMENT #: 4139
DATE: 7/20/21 3:09 PM
SOURCE: Email
NAME: Richard Kanner

COMMENT:

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains. To my mind this is what Central Park is to New York City as we have no equivalent to a major large city park. See my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Richard Kanner
Salt Lake City, UT

COMMENT #: 4140
DATE: 7/20/21 3:27 PM
SOURCE: Email
NAME: Phyllis Anderson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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I am upset that tax payers would pay for a gondola that benefits the already wealthy ski areas and out-of-town skiers. **(32.2.7A)** Buses would be more efficient at eliminating traffic and are essential for those of us who hike, cross country ski, snowshoe, and picnic in the canyon. **(32.2.6.3C)** It is a fragile environment and it is also our water shed. The ski industry should not be allowed to determine the canyon's uses.

Sincerely,
Phyllis Anderson
Sandy, UT

COMMENT #: 4141
DATE: 7/20/21 3:32 PM
SOURCE: Email
NAME: Jill Blevins

COMMENT:

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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I AM ADAMANTLY OPPOSED TO EITHER BUS LANES OR A GONDOLA. **(32.2.9C and 32.2.9D)**
Wake up! Snowbird had assigned parking during their 2019-2020 ski season. It works! No parking reservation, DON'T drive up the canyon. **(32.2.4A and 32.2.2K)** SIMPLE MATH, PROTECT THE GIFT OF THE WASATCH, and do NOT develop new wider roads, resulting in more cars and congestion **(32.7C)** and causing even more detrimental damage to the fragile environment. **(32.13A and 32.13B)**
Reserved parking at trail heads would be a great option. **(32.2.4A)** STOP, RETHINK AND BE EXTREMELY CAREFUL of permanent changes that cannot be undone. These canyons are a valued watershed and natural environment which provides recreation for all of us living in an already overcrowded city. **(32.12A and 32.12B)** Our state, is over developed and crowded along the Wasatch. You have to drive one hour South on I-15, from Cottonwood Heights, UT before you can see open spaces that have not been developed with large apartment communities and corporate development. It is not a pretty sight! Keep the Canyons health front and center. Corporate greed should not be driving any decision when the cost is the loss of a valued watershed and natural environment. JUST STOP!!

Sincerely,
Jill Blevins
Cottonwood Heights, UT

COMMENT #: 4142
DATE: 7/20/21 3:40 PM
SOURCE: Email
NAME: Vanessa Wardy

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Vanessa Wardy
Kansas City, MO

COMMENT #: 4143
DATE: 7/20/21 3:45 PM
SOURCE: Email
NAME: Nils Eddy

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
nils Eddy
Salt Lake City, UT

COMMENT #: 4144
DATE: 7/20/21 3:46 PM
SOURCE: Email
NAME: Spencer Tingey

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Spencer Tingey
Salt Lake City, UT

COMMENT #: 4145
DATE: 7/20/21 4:07 PM
SOURCE: Email
NAME: Kallen Roth

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Kallen Roth
Salt Lake City, UT

COMMENT #: 4146
DATE: 7/20/21 4:11 PM
SOURCE: Email
NAME: Carol Lessinger

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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I value access to the beautiful Wasatch Canyons. Yet history shows that too many people impact wild areas in ways that make them less and less wild. Please...Not more development in the canyons. Please find a way that people can enjoy wilderness in a way that preserves the wilderness. Case in point....Please look at the people impact at Arches National Park.

Sincerely,
Carol Lessinger
Salt Lake City, UT

COMMENT #: 4147
DATE: 7/20/21 4:11 PM
SOURCE: Email
NAME: Tracey Price

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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I think increasing bus service is the best way to combat congestion, pollution and degradation of the environment. **(32.2.9A)**. Cars should remain out of the canyon unless you live or work in the canyon. **(32.2.2L)** We need to address all types of recreation not just the skiing industry. **(32.1.2D)**

Thank you for your consideration. Let's do what decreases impact on the canyons.

Sincerely,
Tracey Price
Sandy, UT

COMMENT #: 4148
DATE: 7/20/21 4:17 PM
SOURCE: Email
NAME: Jeff Flick

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Jeff Flick
Salt Lake City, UT

COMMENT #: 4149
DATE: 7/20/21 4:22 PM
SOURCE: Email
NAME: Richard Steiner

COMMENT:

The draft EIS includes reducing parking at back country trailheads. However none of the mass transit options include stops at these access points so the back country user is given the short end of the stick. Please consider ways to make white pine parking area able to accommodate the growing number of users. **(32.4G and 32.2.6.2.4A)**

Richard Steiner

COMMENT #: 4150
DATE: 7/20/21 4:45 PM
SOURCE: Email
NAME: Maddi Rogers

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Maddi Rogers
Millcreek, UT

COMMENT #: 4151
DATE: 7/20/21 4:52 PM
SOURCE: Email
NAME: Michelle Ashton

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Michelle Ashton
Salt Lake City, UT

COMMENT #: 4152
DATE: 7/20/21 5:06 PM
SOURCE: Email
NAME: Julia Mills

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Julia Mills
Salt Lake City, UT

COMMENT #: 4153
DATE: 7/20/21 5:16 PM
SOURCE: Email
NAME: Ryan Metzger

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

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Sincerely,
Ryan Metzger
Sandy, UT

COMMENT #: 4154
DATE: 7/20/21 6:03 PM
SOURCE: Email
NAME: Katie Nicholls

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

The gondola is not going to fix our problem, it is only going to create an eyesore in the wilderness!

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Katie Nicholls
Salt Lake City, UT

COMMENT #: 4155
DATE: 7/20/21 7:13 PM
SOURCE: Email
NAME: Reanna Corkery

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Reanna Corkery
Cottonwood Heights, UT

COMMENT #: 4156
DATE: 7/20/21 7:45 PM
SOURCE: Email
NAME: Octavia Haines

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
 - 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
 - 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
 - 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
 - 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**. This is a particularly strong point--why can't we solve this with an integrated public transit system using clean energy buses? **(32.2.2I, 32.2.9A, and 32.2.6.3F)**
- Thank you for your consideration.

Sincerely,
Octavia Haines
Salt Lake City, UT

COMMENT #: 4157
DATE: 7/20/21 7:51 PM
SOURCE: Email
NAME: Natalie Matthews

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Natalie Matthews
Salt Lake City, UT

COMMENT #: 4158
DATE: 7/20/21 7:55 PM
SOURCE: Email
NAME: Anna Donis

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 4159
DATE: 7/20/21 8:57 PM
SOURCE: Email
NAME: Therese Martin

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Therese Martin
SLC, UT

COMMENT #: 4160
DATE: 7/20/21 9:36 PM
SOURCE: Email
NAME: Pat Annoni

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Pat Annoni
Midvale, UT 84047

COMMENT #: 4161
DATE: 7/20/21 9:49 PM
SOURCE: Email
NAME: Dogan Ozkan

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Dogan Ozkan
Fairbanks, AK

COMMENT #: 4162
DATE: 7/20/21 11:46 PM
SOURCE: Email
NAME: Chass Roosendaal

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Chass Roosendaal
Sandy, UT

COMMENT #: 4163
DATE: 7/21/21 12:37 AM
SOURCE: Email
NAME: John Worlock

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
John Worlock
Salt Lake City, UT

COMMENT #: 4164
DATE: 7/21/21 8:16 AM
SOURCE: Email
NAME: Josiah Peck

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Josiah Peck
Millcreek, UT

COMMENT #: 4165
DATE: 7/21/21 10:16 AM
SOURCE: Email
NAME: Andrew Tollefson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains, in particular I value Little Cottonwood canyon as a bastion of beauty that is so easily accessible from Salt Lake City. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.
- 6). It seems that there must be motivations outside of providing the public with access to one of the most beloved canyons in this country. Why else would you marr the canyonside with concrete structures and machinery that would not only block the view of the canyon? **(32.1.2B)** I believe there are inherent limitations to the way we access nature by the very design on nature. Trying to force our human will upon nature, in this case, building a massive gondola into that mountains only serves to destroy the nature we are trying to access. **(32.2.9E and 32.13A)**

This being said the gondola appears to be another way to bolster the the already incredibly wealth skiing industry and extract money from its user base. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thats just how it appears, because given my comments above this gondola would not be effective at reducing traffic, **(32.7B and 32.7C)** it would not be used year round, **(32.2.4A)** it would destroy active recreation in the canyon such as rock climbing, and it would destroy the aesthetic of a beatiful canyon. Do not build this Gondola. **(32.4B, 32.17A, and 32.2.9E)**

Sincerely,
Andrew Tollefson
Salt Lake City, UT

COMMENT #: 4166
DATE: 7/21/21 10:17 AM
SOURCE: Email
NAME: Layla Sethuraju

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains, in particular I value Little Cottonwood canyon as a bastion of beauty that is so easily accessible from Salt Lake City. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.
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Sincerely,
Layla Sethuraju
Salt Lake City, UT

COMMENT #: 4167
DATE: 7/21/21 10:35 AM
SOURCE: Email
NAME: Preston Due

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 4168
DATE: 7/21/21 10:54 AM
SOURCE: Email
NAME: Madeline Voloshin

COMMENT:

My name is Madeline Voloshin and I am a local here in SLC. As an avid rock climber, the two proposed alternatives stated in the Environmental Impact statement are detrimental to the climbing in Little Cottonwood Canyon. **(32.4A and 32.4B)** The canyon is used for many other outdoor activities YEAR ROUND and its use extends beyond the ski areas at the top of the canyon. **(32.1.2D and 32.7G)**. The proposed alternatives could potentially destroy over 110 boulder problems, some of which have been historically important to the growth and development of the sport. As a member of the community, **(32.4A and 32.4B)** I am requesting an extension of the formal commenting period from 45 to 60 days in order to fully address and understand the impacts these transportation alternatives will have on the canyon. **(32.29A)**
Madeline Voloshin

COMMENT #: 4169
DATE: 7/21/21 10:54 AM
SOURCE: Email
NAME: Samuel Werstak

COMMENT:

Gov. Cox and team,

My name is Samuel Werstak. I'm a student at the University of Utah, born and raised local, photographer, and outdoor recreator. I'm contacting you in regards to the much needed extension of the comment period for the gondola plans for Little Cottonwood Canyon. I am asking for your attention, consideration, and approval for the extension. There are many concerns that not only I have, but have been expressed by our communities in the Salt Lake Valley. **(32.29A)** What does this "solution" look like long term? Is it really going to fix our congestion of the cottonwoods? **(32.1.2D, 32.7B, and 32.7C)** Or just add to the problem. More people is not the solution to this issue. Along with that, what will the gondola do to the natural habitats of more than 1200 species of plants and animals that are native to Utah? Clearly the plans have not been considered thoroughly and we have the chance to allow more time for a better version of our solution. **(32.13A and 32.13B)**

Samuel Werstak

COMMENT #: 4170
DATE: 7/21/21 10:54 AM
SOURCE: Email
NAME: Nikki Cavin-Grace

COMMENT:

UDOT has presented plans (after an extended time of interacting with the public) for putting a blistering gash of asphalt across the foothills on the Wasatch. Apparently the intention is to put high walls on the sides of this East German style monstrosity. It is a road to nowhere. It comes to an abrupt end at 9400 South. Because of the high speed currently set on this section of Wasatch Boulevard it is a slaughter house for wildlife from the adjoining wild area on the foothill. I watched a tiny squirrel smashed this morning on the road. The bodies of young deer are on the roadside. The neighborhoods are sacrificed to this desecration of the area. The area and the traffic would be served by reducing the current size of the boulevard. There are more direct access corridors to Little Cottonwood Canyon up 9400 South. There are better commuter arterials from the south. UDOT attempted to pave over in Park City area and were driven off by the big wallets and players in that area. Cottonwood Heights is sacrificial because it is a mixed income area primarily middle class and can't fight off the bureaucrats as well as Sandy and Park City. Who controls UDOT? Is it the Federal government that greases the coffers of UDOT with Wasatch Front Regional Council as a conduit for grants? Please act like a Utah Governor and get control of this UDOT monstrosity. Please save what is left of the valley that makes it worth living here. **(32.2.6.2.2A and 32.13D)**

Nikki Cavin-Grace

COMMENT #: 4171
DATE: 7/21/21 10:54 AM
SOURCE: Email
NAME: Elizabeth Eve King

COMMENT:

UDOT (Utah Department of Transportation) is destroying our neighborhood and the environment, with federal money. **(32.2.7A)** UDOT must consider the demands of the community and the needs of the environment. **(32.2.9G)** On May 22nd, over 680 people gathered in Cottonwood Heights at the "Save Not Pave Rally" to protest UDOT's expansion of Wasatch Blvd and Save not Pave is only one of many groups working to protect our canyon. Despite being informed of the rally and invited to attend, UDOT sent no one. **(32.2.9O)** Utah has a population of about 2.9 million, approximately 80% of whom live along the Wasatch Front. Residents of Cottonwood Heights and Sandy proposed tunnels, planted cement or metal archways to mitigate sound and pollution. **(32.2..2DD, 32.11B, and 32.2.2C)** We designed planted roadways and planted medians. We requested noise enforcement and speed reduction. Which of our proposals did they include? NONE! No, our city and UDOT are in debt to big developers. They are lining their pockets and destroying our neighborhood and canyon. **(32.2.6.2.2A and 32.2.7A)** There are currently petitions to extend the comment period, but local government and UDOT have been completely unresponsive to our demands. **(32.2.9A)** I have corresponded with our Mayor, Mike Peterson as well as council people Christine Mikell, who was too busy with summer weddings to meet). I met with City Manager, Tim Tingey. He said everything is decided by was all up to Governor Cox and Carlos Bracerros of UDOT. Plans were released last Friday. They are completely unacceptable. **(32.2.9G)** .
Elizabeth Eve King

COMMENT #: 4172
DATE: 7/21/21 10:54 AM
SOURCE: Email
NAME: Carl Fisher

COMMENT:

Since July 2, over 2,600 Utahns took time out of celebrating our nation's birthday to sign a petition calling on Gov. Spencer Cox and UDOT Director, Carlos Braceras to extend the current 45 day comment period to a 90 day comment period for the State of Utah's Little Cottonwood Canyon EIS. On June 25th, UDOT released a Draft Environmental Impact Statement recommending avalanche sheds and either a gondola or a bus with road widening to Utah's iconic glacially carved Little Cottonwood Canyon. The comment period is taking place during the busy July season with national and state holidays, on the heels of a global pandemic that had many unable to travel far from home. Without action by UDOT, public comment ends August 9th, 2021. **(32.29A)**

<https://saveourcanyons.org/the-latest/save-our-canyons-blog/governor-and-udot-90-day-comment-period-extension-request>

COMMENT #: 4173
DATE: 7/21/21 11:59 AM
SOURCE: Email
NAME: Anne Lawlor

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Anne Lawlor
salt lake city, UT

COMMENT #: 4174
DATE: 7/21/21 2:17 PM
SOURCE: Email
NAME: Julie Daily

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I am an engaged and concerned citizen who values the natural treasures of the Wasatch Mountains. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

It is imperative to significantly reduce traffic from individual cars - the current situation is a safety and environmental issue. **(32.2.4A and 32.2.7A)** Please consider no private vehicles during peak traffic times - private vehicles can be allowed after peak times. **(32.2.2B, 32.2.2L, and 32.2.4A)** Also what is the safety backup plan for the gondola? During storms with high winds, aerial transportation systems often need to be shut down. I do not understand how the gondola is more reliable during storms. I do not understand how people would be evacuated from the gondola if the road was closed but the gondola open. **(32.2.6.5K)** I as a public citizen do not want my tax payer money subsidizing Alta and Snowbird. **(32.2.7A)** We have so many greater needs for our citizens. Thank you.

Sincerely,
Julie Daily
COttonwood Heights, UT

COMMENT #: 4175
DATE: 7/21/21 3:44 PM
SOURCE: Email
NAME: Osman Sanyer

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

To whom it may concern:

I have lived in the Salt Lake Valley for over thirty-five years. I am a skier, hiker, and cyclist who has appreciated our close proximity to the Cottonwood Canyons and the Wasatch range. I have watched traffic and trail access conditions deteriorate steadily over the last twenty to twenty-five years. I agree that a plan is needed to reshape transportation within Little Cottonwood Canyon. Given the realities of each proposed canyon transit option, it seems that the only option that will limit the deterioration of the canyon and SL valley environments, as well as allow equitable public access to the canyon, is a bus system the connects directly with a public transit system. **(32.2.2I)** Private vehicle traffic in the canyon will need to end, or be restricted to low utilization days and seasons. **(32.2.2L and 32.2.4A)** Given rapid expansion of electric vehicle options, an system of frequent running electric buses seems to be the best option for the future. **(32.2.9A and 32.2.6.3F)** Road widening and avalanche shelters should be as limited as possible, given the environmental impacts of each of those features. **(32.2.9B, 32.2.9J, and 32.13B)** Transit access is needed to avoid motor vehicle traffic and parking issues that will be guaranteed to occur if parking is planned at the mouth of the canyon. **(32.2.6.2.1D)**

The gondola option is too expensive and caters to the limited (and wealthier) members of the community and tourists who have a primary (and perhaps soul) interest in accessing the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It does no solve the traffic congestion issues, nor does it offer trailhead and back country access to canyon users who are not skiers.

Thanks,

Osman Sanyer

Sincerely,
Osman Sanyer
Salt Lake City, UT

COMMENT #: 4176
DATE: 7/21/21 5:03 PM
SOURCE: Email
NAME: Erik Badger

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Erik Badger
Salt Lake City, UT

COMMENT #: 4177
DATE: 7/21/21 7:26 PM
SOURCE: Email
NAME: Paul Bruno

COMMENT:

We do not want ANY expansion of Wasatch Blvd or enhanced access to the ski resorts on Big Cottonwood Canyon!! **(32.2.9L and 32.1.1A)**

Paul Bruno
SLC, UT

COMMENT #: 4178
DATE: 7/21/21 9:22 PM
SOURCE: Email
NAME: Evan Tobin

COMMENT:

I own an Alta Business and also owned a condo in Alta for over twenty years. I try and ski at least part of the day over 100 days a year and recreate in the canyons during the summer as well. I work around the traffic and can typically avoid major delays by being smart and not going up or down the canyon at the worst possible time.

That said, the public transportation options only seem to run at the worst possible times! I do not think the bottlenecks at the worst times, sometimes caused by the busses, justify spending over half a billion dollars for either of these alternatives. **(32.1.2D and 32.7C)** If I had to choose between these two alternatives, I would definitely choose the road expansion with expanded bus service. **(32.2.9B)** That said, what contractual guarantees will we get from UTA or whoever runs the gondola, that they will actually run this 1/2 billion dollar investment? **(32.2.6.5Q)** Current regular bus service runs less than 4 months of the year and it doesn't run when it's needed the most. **(32.2.6.3K and 32.2.6.3N)** What I would like to see is UTA run the current bus service longer hours and all year long. I do not understand why they only run the busses when the traffic is worst. I avoid the red snake by going down after apres ski. Many people would do the same on public transportation if the busses ran later. The busses need to run till midnight. We have the busses yet they stop at 6 or 7 pm when the traffic is worst. **(32.2.6.3N)** This forces people to use their cars. I think before you commit 1/2 billion of public funds, you should try the simple solution of running the current busses more. **(32.2.9A)** If people had reliable, buses that ran all day long, they wouldn't be forced to use their cars. Start with building the parking garages @ 9400 & highland and the gravel pit and actually run the busses the entire ski season and all day long, hopefully all year long. If even only one bus every hour. People will not abandon their car in the valley if they don't have a guaranteed way to get back to it if they decide to wait out the traffic. **(32.2.6.2.1C)**

It's a simple experiment and could save 1/2 billion dollars! The investment in Frontrunner to Provo cost billions and UTA refuses to run it on Sunday, ever! Is the Gondola going to be a similar waste of public funds? **(32.2.7A)** What guarantees are their that UTA or anyone will even operate it in the spring, fall or summer? **(32.2.6.3C)**

I have read all the reports and I see no level of service guarantees and I also see absolutely no mention of how the operations will be funded. **(32.7B, 32.7C, and 32.2.7A)** Will there be a daily use fee for the gondola or busses? **(32.2.4A)** Will the ski areas or ikon include it with the ski passes? **(32.2.4A)** The budget in the EIS talks about operational costs but no mention of how that will be funded. It makes a huge difference if it's free or \$5 a ride or \$100 for a Disneyland gondola ride up the canyon!

I propose trying to run free busses on a year round 24/7 schedule for a few years and observe the traffic changes. **(32.2.4A)** If people had incentive not to take their cars, a half a billion dollar investment could be avoided! Yes, the busses would run more frequently during winter and the busiest times, but they need to run reliably other times as well so there is always a public transit alternative!**(32.2.6.3C)** I believe there is currently one bus a day going up and down every day, year round, but it's not documented or on any schedule! It's an employee bus and You can't even find out when it runs by calling! That is ridiculous! This is supposed to be public transportation, not a service run for ski area employees only! This is a corrupt practice any way I look at it! Total abuse of the public!

I want answers and nobody is accountable! **(32.29V)** Evan Tobin

COMMENT #: 4179
DATE: 7/22/21 9:25 AM
SOURCE: Email
NAME: John Knoblock

COMMENT:

Hi Josh and Bri-

During our recent CWC Stakeholders Council meeting the question of scalability of a gondola came up. A goal for many stakeholders and the CWC is to minimize personal vehicles up LCC, beyond just what is needed to meet the 2050 desired minimum level of service.

To that end, I commented that a gondola option could be scaled up beyond the initial 1,050 person per hour (pph) capacity by adding additional gondola cars to bring the capacity up to the manufacturer's 4,000 pph maximum capacity. Another stakeholder claimed that the maximum capacity for this system could only be 1,050 pph, and not increased beyond that. I just reviewed the 'scalability' (Table 4, p. 7 of the Preferred Alternative Technical Memorandum) section of the draft LCC EIS and that only considers if the gondola could have phased implementation from 0 pph up to 1,050 pph, and does not address going from 1,050 pph to 4,000 pph.

The enhanced bus system, if I understand correctly, really does have a maximum capacity of 1,008 pph and can not be "scaled up" beyond that due to bus logistical reasons. Therefore 70% or more of the people going up LCC would still likely be in personal vehicles. **(32.2.4A)**

My question is, can the gondola system as preliminarily designed and cost estimated have its capacity increased up to 4,000 pph just by adding additional gondola cars, increased bus service to the gondola base, and additional minor modifications? (as opposed to requiring more lift towers or larger tower foundations and structures?) What would be required for the 4,000 pph capacity and what is that estimated cost? **(32.2.6.5N)**

I believe this is a critical issue to help get help buy-in from mayors and the environmental community and therefore should be addressed in the scalability/phased implementation Table 4 and be discussed on page 6. **(32.2.6.5N)**

Thanks!

COMMENT #: 4180
DATE: 7/22/21 10:13 AM
SOURCE: Email
NAME: Jennilyn Tockstein

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Jennilyn Tockstein
Sandy, UT

COMMENT #: 4181
DATE: 7/22/21 2:47 PM
SOURCE: Email
NAME: Daji Landis

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

The gondola is a ridiculous idea. Increasing the bus service, while less sexy and less reminiscent of some fancy European resort, are clearly the better option. **(32.2.9A)** I have been taking the bus up to Alta since I was 12 to and from the 3900 park and ride. There was only one bus that did that route each day, but if there were more, more people would use it. The buses are more conducive to dispersed parking than the gondola would be. **(32.2.2I)** Busses can also better serve people going to locations outside the resort for back country skiing, sledding, and snow shoeing. **(32.2.6.3C)** Making the buses free and more reliable and more frequent would do a lot to fix these problems (without expanding the road). **(32.2.4A)** Even at the best of times the gondola would take forever to get to Alta, so no one is going to want to use it. **(32.2.6.5O and 32.2.4A)** The current bus system takes forever to get to Alta too because they have to go into all of the Snowbird entrances, but that could be fixed by having dedicated Alta express buses and just keeping people from driving solo in private cars to the resort. **(32.2.6.3A)**

This idea about having busses to the gondola is not going to work that well. You want me to drive to a bus stop, wait for a bus, sit on the bus, wait for a gondola, and sit on the gondola forever? **(32.7C, 32.2.6.2.1C, and 32.2.6.5J)** That's three different things when it could be two. And each time I have to move all my gear? Then, if I want to go to a different trailhead, there's yet another shuttle? **(32.2.6.5AA)** People are going to want to limit the legs of their trip and park at the one gondola station parking lot, which will be a bigger mess than the four different parking lots up the canyon. **(32.2.6.5E)**

Now that so many people have IKON passes, they can go to Solitude if the traffic is bad and the gondola is a big bottleneck, which will punish people backcountry skiing up Big Cottonwood. **(32.20D)** Why should all the money go to Little and not Big, which has a similiar problem? **(32.1.1A)** At a certain point the number of people at the resorts is too much and should be limited, but this shouldn't punish other people trying to use PUBLIC LAND.

This option is supported by the ski resorts because they don't have to pay for it and it makes Little Cottonwood seem like other fancy resorts. **(32.2.7A)** This is failing to show respect to other uses of the public land that don't benefit the resorts. Why not try to make the bus option (without changing the road) more attractive rather than make outlandish excuses for why we need something so expensive that will be paid for by tax dollars sorely needed elsewhere. **(32.2.9A and 32.2.7A)**

As for the road widening, that will have huge impacts on recreation and wilderness. It will destroy climbs that make Little Cottonwood Canyon famous. **(32.4A and 32.13B)** I lived in LA where they have some of those 'dedicated bus lanes' and when there's traffic rich people use them and just pay the fine if they're caught. Usually getting into the canyon is the big bottleneck when driving, and this won't address that at all. Why not try improving the bus service first? **(32.2.4A and 32.2.9A)**

Sincerely,
Daji Landis
Salt Lake City, UT

COMMENT #: 4182
DATE: 7/23/21 1:51 PM
SOURCE: Email
NAME: Jerry Roane

COMMENT:

Follow-up to my public comment

TriTrack Motors would be able to build our patented guideway tucked up next to the highway and move ski tourists at 180 mph to the ski resorts in 4 minutes. TriTrack vehicles hold skis in the locked trunk for four seated passengers per vehicle. Leaving frequency is four passengers every two seconds with self-driving road EVs doing the traffic merging.

Our patented construction method uses an aluminum alloy extrusion process that pushes out triangular guideway at walking speed and rolls the form into the exact trajectory of the terrain. This petite triangle is 14.5 inches on each side and sits on a 12 inch diameter pipe every 60 feet along the highway right of way edge. Our foundation hole is the exact same size as the study test holes so we should be able to obtain a FONSI for this build. The visual scar on nature of the highway is going to be there but making a new scar does not make as much sense as just staying within the damage already done.

TriTrack is 100% clean and total electric. It has a Cd of 0/.07 and a frontal area of 12.055 square feet. These two measures multiply to form aerodynamic drag resulting in an energy per passenger mile of 124 BTU where a city transit bus on flat ground uses 4,242 BTU per served passenger mile. Even if the energy is converted far away it still causes pollution if you wantonly waste energy. In our typical installation we put a 7 foot wide PV solar array on the superstructure but for the canyon we suggest putting the same number of panels on the destroyed gravel pit and no solar panels in the canyon to power our system completely off the monopoly grid.

The cost to build the guideway is \$12 million. The cost of the vehicles to fill the high speed guideway and have vehicles for leisure loading would be another \$3 million. Operating cost of \$2 per year. Super quiet operation. No water quality degradation. Our guideway can be used to move drinking water up the canyon and sewer water down the canyon while sharing the same triangular guideway. We have been asked by the water utility of Karachi Pakistan to move 103,000,000 gallons of freshwater per day from the Indus River to 14 million people living in Karachi with water for 4 million. These ZoomHydro vehicles use the same guideway as TriTrack.

Our simple foundation poles made from used oilfield surplus would not impact any mountain climbing activities. Our cost would be low enough not to require a toll or a government subsidy. The guideway is internally heated so no salt and no ice.

Our air quality is superb and this project can set the example for other locations to become 100% clean not just by marketing name like zero emissions when they are not actually zero emissions.

Bottom line is the bottom line. Ours is significantly lower cost to build and to operate. I worry that a committee that picked a diesel bus as the preferred choice has problems understanding air pollution in a mountain valley. **(32.10A)** There is nothing clean about a stinky diesel bus sitting in traffic or driving slowly past gridlocked cars blowing soot (PM2.5 ---- PM10), carbon monoxide and nitrogen oxides into car windows. I assume you are aware of the study showing 200,000 Americans dying early from our air pollution. Ref -- <https://news.mit.edu/2013/study-air-pollution-causes-200000-early-deaths-each-year-in-the-us-0829>

These deaths are ten years or more early. The fact that TriTrack is elevated means the citizens of the valley will not have to suffer from the presence of the induced traffic load. Our water resource means the water system is not impacted. Noise will be less than buses either in their own lane or in the gridlocked car traffic. The speed will enable more commerce to be moved off the nature site and onto the flat lands below.

I have found 3 minute speaking opportunities to be difficult. I believe that at \$12 million that the ski resorts could easily and gladly pick up the tab from UDOT and those funds used on other older bridges in the state. We realize that our cost is incredibly cheap compared to the competition so much so that we may be cut from the list of bidders. Our patents are 6,923,124 7,127,999 7,334,524 (US) ZL200710167087.1(China) **(32.2.2A)**

Thank you,

Jerry Roane
CEO TriTrack Motors
CEO Roane Inventions Incorporated
Georgetown, TX

TriTrackMotors.com
TriTrack.net

COMMENT #: 4183
DATE: 7/24/21 9:18 AM
SOURCE: Email
NAME: Lucy Leaver

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Lucy Leaver
Salt Lake City, UT

COMMENT #: 4184
DATE: 7/26/21 4:35 PM
SOURCE: Email
NAME: Kyle Shoaf

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
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Sincerely,
Kyle Shoaf
sandy, UT

COMMENT #: 4185
DATE: 7/27/21 9:40 AM
SOURCE: Email
NAME: Adrienne Krueger

COMMENT:

Dear Utah Department of Transportation,

Are you really comfortable with killing the natural beauty of Little Cottonwood Canyon for profit?

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
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Love, Adrienne

Sincerely,
Adrienne Krueger
Salt Lake City, UT

COMMENT #: 4186
DATE: 7/27/21 9:44 AM
SOURCE: Email
NAME: Ezra Lebovitz

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Ezra Lebovitz
Maplewood, NJ

COMMENT #: 4187
DATE: 7/27/21 9:45 AM
SOURCE: Email
NAME: Anna Li

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains and have spent my formative years enjoy the natural bounty Utah has to offer. Please see my comments below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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Sincerely,
Anna Li
Salt Lake City, UT

COMMENT #: 4188
DATE: 7/27/21 10:03 AM
SOURCE: Email
NAME: Andrew Montgomery

COMMENT:

Dear Utah Department of Transportation (UDOT),

I've been going to LCC to ski for 29 years. Things have changed. Why are you neglecting big cottonwood canyon and only focusing on little? **(32.1.1A)** I would like you to make travel easier for Big and let the masses go there. I am against the gondola in LCC, and would prefer more buses in both canyons. **(32.2.9E and 32.2.9A)** After driving across the valley I will not get on another source of travel either mode you decide on. **(32.2.4A)** Let's get rid of the icon passes in LCC. **(32.2.2K)** Most of the people using the pass are looking for cheap rentals and restaurants and stay in the valley so they can go to all the resorts easier hence filling the roads w rental cars. The gondola is a lot of money and no need for it most of the year. No easy answer

Sincerely,
Andrew Montgomery
Slc, UT

COMMENT #: 4189
DATE: 7/27/21 12:28 PM
SOURCE: Email
NAME: Erica Ammon

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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

COMMENT #: 4190
DATE: 7/27/21 4:05 PM
SOURCE: Email
NAME: Sara Gibbs

COMMENT:

Thank you for providing opportunities for community input on the LCC EIS and thank you for all your time involved with this project. The following comments are from me and not on the behalf of my non-profit employer.

I feel that conversations, comments, and videos that I have seen and heard are all about gondola or bus options and a lot about the hub terminal at the LCC base. I am not saying that I am for or against anything, I just have some thoughts on the hub terminal station in Alta.

Alta should not be seen as a transportation hub stop but as a small town with a school, a mayor, a government, a post office, with residents of all ages. Like adding lanes to Wasatch Boulevard will forever change Cottonwood Heights, adding this hub terminal to the Town Of Alta will forever change our town. **(32.40)**

When and if this building is built, I hope that this terminal will have public input from the Alta community, and the design will fit in with the surroundings of Alta. This grand building offers an excellent opportunity to showcase all of Little Cottonwood Canyon, a perfect location for local art, historical, and environmental displays. **(32.40)**

The Alta terminal building obviously will need to offer lockers, food amenities, and bathrooms for the folks riding the gondola, that should not even have to be mentioned. The only day lodge in Alta (Albion Day Lodge) can not support all of the gondola rider's needs and Albion Day Lodge is a good walk or ski away from the proposed site for the terminal. **(32.2.3A and 32.40)** Speaking of the site, I am curious about the location of the terminal building, I do see a location at minute 2:23 of the Gondola Works video but I can not decipher if it will end up being closer to the highway or closer to the rope tow. **(32.40)** If it is up at highway level, will a lift or magic carpet need to be installed to transport gondola riders back up to the terminal? **(32.40)** New food and businesses in this building are exciting for Alta, and could be a great bonus for our town, especially in the summer when the town is busy and options are not available for food or drink. Finally, I hope UDOT will consider providing employee housing at the terminal for those who will run the building as affordable housing is non-existent in Alta. It sure would be a pickle if the manager of the terminal is stuck down the canyon due to whatever comes their way.

If we are going to spend all of this money, let's make sure this building is gorgeous, filled with amenities, the community likes it, and make sure it fits in with our town.

Thank You,
Sara Gibbs
(she/her/hers)
Executive Director
Alta Community Enrichment

COMMENT #: 4191
DATE: 7/28/21 7:47 AM
SOURCE: Email
NAME: Ashley Nye

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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- 6.) the loss of undeveloped wild spaces in Utah will greatly diminish the draw of the area, reducing interest in the long term. Parts Utah stand as some of the few places with both recreation access and little commercial development surrounding it, leading to a sanctuary of solitude for many, an invaluable characteristic that cannot be lost.

Sincerely,
Ashley Nye
Cottonwood Heights, UT

COMMENT #: 4192
DATE: 7/28/21 11:03 AM
SOURCE: Email
NAME: Kenneth Kiss

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains as well as the surplus that our state has right now. Please, protect our land for future generations and spend our money on projects that benefit a much larger number of our citizens. Here are my comments on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS).

- 1) Reliability of buses is only an issue 20 days a year. We do not need a big hammer for 20 days a year. The privilege of skiing is just that, a privilege primarily for people of means who can afford gear, a lift ticket and time for recreation. **(32.1.2B and 32.1.4D)**
- 2) Look at the negative effects from our previous state sponsored tourism campaigns - locals can hardly visit the jewels of our state: Arches and Zion. Our most precious land is not being preserved for our children. Please protect our land for our children. **(32.29G)**
- 3) We all know money talks. Ski resorts are part of our economy but why is the state considering expensive projects that benefit a small portion of our economy - Alta and Snowbird? Ski resorts need to pay the real cost of their businesses. My fellow citizens of the state and myself should not be subsidizing ski resorts. The La Caille property is also a situation where a few people benefit monetarily. Our state has real needs that benefit all citizens, not just people of means. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 3) Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**.
- 4) Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 5) Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 6) Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 7) Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of our land **(32.2.2I)**

Sincerely,
Kenneth Kiss
Cottonwood Heights, UT

COMMENT #: 4193
DATE: 7/29/21 5:25 PM
SOURCE: Website
NAME: Stephen Tanney

COMMENT:

I'm not sure why taxpayers should foot the bill for a gondola system that only benefits the money hungry snowbird and Alta resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** These only seem to serve the two resorts with no service for hikers/backcountry touring, nor will they operate outside of the brief winters (which with climate change will only get shorter by climate predictions). **(32.2.2E)**

They have already limited backcountry access on federal forest lands (which are supposed to be free access to the public), and have begun charging parking for backcountry access areas.

If the little cottonwood canyon resorts want a gondola, have them pay for it. **(32.2.7A)**

Put in a bus system and the avalanche tunnels and let's start thinking smart and utilizing public transport in a smart way. **(32.2.9A and 32.2.9K)**

COMMENT #: 4194
DATE: 7/29/21 5:59 PM
SOURCE: Website
NAME: Mike Christensen

COMMENT:

The LCC EIS lacks any vision that would substantially advance the goals of improving transportation, economic viability, environmental sustainability, and recreation stewardship in Little Cottonwood Canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The underlying assumption of the statement is that models project that traffic volumes will significantly increase by 2050. Since widening the highway in Little Cottonwood Canyon to accommodate the increase is not feasible, the EIS is seeking transit alternatives solely to handle the projected increase. **(32.1.2B)** The prime directive of the EIS is to ensure the free flow of traffic and not advance the aforementioned goals. **(32.2.4A)** As such, the means under consideration to address that end will not produce a transportation solution that fosters the vision that is needed for the Wasatch Canyons. In summary, I feel that the LCC EIS is antithetical to the aforementioned goals.

COMMENT #: 4195
DATE: 7/29/21 6:05 PM
SOURCE: Website
NAME: James Wright

COMMENT:

As a two-decade long user of LCC, I urge the committee to consider the long-term health of the canyon and local Utah residents' use of the space. **(32.29G)** In years past, I have enjoyed nearly 100 days of recreation a year in LCC. This year, due to continuing pressure from the resorts, I was barely able to enjoy 10. Unchecked growth will destroy our canyons and must be resisted. As a homeowner and taxpayer in the SLC valley, I do not have any interest in my taxes funding any project that seeks to increase resort profits at the expense of our access. **(32.1.2B, 32.1.2D, and 32.2.7A)** As nearly 100% of my ski days are back-country touring in our national forest, please understand that no option that targets resort use and increases user days is good for me, my family, or any of the tens of thousands of locals who call SLC home because of unfettered access to wonderful wilderness. **(32.1.2D and 32.7C)**

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

COMMENT #: 4196
DATE: 7/29/21 6:45 PM
SOURCE: Website
NAME: Jacob Ramey

COMMENT:

Please do not ruin this beautiful wilderness. Not only does this ruin the beauty of the canyon, it causes logistical nightmares. **(32.17A)** A little wind? **(32.2.6.5K)** No one up the canyon. 45 minute ride? No thanks. Backcountry users? **(32.2.4A and 32.4G)** Good luck. This is a solution proposed to you by the developers who will stop at nothing to make money. Do no succumb. **(32.2.7A)**

COMMENT #: 4197
DATE: 7/29/21 7:02 PM
SOURCE: Website
NAME: Maureen Hines

COMMENT:

I'm for the gondola **(32.2.9D)**

COMMENT #: 4198
DATE: 7/29/21 7:13 PM
SOURCE: Website
NAME: Rocky Seeley

COMMENT:

We need to protect the Wasatch! Incorporating a new transportation system will be harmful to the ecosystems and life within. Not in favor of the proposed developments. **(32.13A, 32.13B, and 32.2.9G)**

COMMENT #: 4199
DATE: 7/29/21 7:57 PM
SOURCE: Website
NAME: Ryan Guptill

COMMENT:

Let's do this!!!! (32.29D)

COMMENT #: 4200
DATE: 7/29/21 8:09 PM
SOURCE: Website
NAME: Douglas Smith

COMMENT:

I've lived near the canyons my entire life. This is the only rational choice. Any other solution will require widening of road which will cause significant trauma to the canyon. **(32.13B)** This keeps the canyon open in bad snow days. With appropriate drop off spots this is a winner. **(32.29D)**

COMMENT #: 4201
DATE: 7/29/21 8:32 PM
SOURCE: Website
NAME: King Slime

COMMENT:

Move da moose They be chilling walking down the road (moose lane) **(32.29D)**

COMMENT #: 4202
DATE: 7/29/21 8:58 PM
SOURCE: Website
NAME: Nick Howard

COMMENT:

As an avid user of the cottonwood canyons and a resident of salt lake for 40 years. I think both the options are bad. **(32.2.9E and 32.2.9C)** The gondola is only to serve 2 resorts and has no use in the summer. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The bus lane is a bandaid fix that will be underused. **(32.2.4A)** I think the solution is a train trough LC to PC to BC connected to trax stations this would provide resort access and commuters access from the valley to park city. I'm sure it would cost more but at least we as tax payers would get more out of it. **(32.2.2H, 32.2.2H, and 32.2.2Q)**

COMMENT #: 4203
DATE: 7/29/21 8:58 PM
SOURCE: Website
NAME: Ammon Hatch

COMMENT:

I'm someone who visits the resorts in the winter and I am troubled by the traffic and parking problems faced by going up there. But moreso I am a dispersed user, rock climber, hiker, and backcountry skier. I think both preferred alternatives favor the resorts far too much, and they will be a severe detriment to the canyon. **(32.1.2D, 32.2.7A, and 32.7C)** Before any permanent and significantly damaging action is taken, I strongly suggest a new study which places a higher value on dispersed use and environmental protection. **(32.2.4A, 32.4A, 32.4B, 32.7G, and 32.1.5C)**

COMMENT #: 4204
DATE: 7/29/21 9:54 PM
SOURCE: Website
NAME: McKay Williams

COMMENT:

I firmly believe that while we think the best solution to canyon congestion in the winter in LCC is a tram, it would be a hasty decision if made without taking into consideration the benefits of keeping as much of this canyon as wild as we can. **(32.1.5C)** There's a reason so many people flock to this canyon each year, and it's not just amazing powder. It's the beauty of the canyons towering granite, ALL year round. While this will not be the best solution for those seeking more profit, the best solution for our salt lake community as well as those coming in from out of state is to cap the amount of tickets sold to the resort on any given day. **(32.2.2K)**

COMMENT #: 4205
DATE: 7/29/21 10:38 PM
SOURCE: Website
NAME: Yajaira Armenta

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.7C and 32.2.9D)**

COMMENT #: 4206
DATE: 7/29/21 10:43 PM
SOURCE: Website
NAME: Cheri Rasmussen

COMMENT:

This is the best thing that could happen here! (32.29D)

COMMENT #: 4207
DATE: 7/29/21 10:58 PM
SOURCE: Website
NAME: Amy Eskind

COMMENT:

Yes, the gondola is a brilliant solution!(32.2.9D)

COMMENT #: 4208
DATE: 7/29/21 11:49 PM
SOURCE: Website
NAME: Samuel Zavala

COMMENT:

Utah's air quality is bad enough. **(32.10A)** We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. Please choose Gondola **(32.2.9D)**

COMMENT #: 4209
DATE: 7/30/21 7:23 AM
SOURCE: Website
NAME: Jonathan Schabowsky

COMMENT:

Overall and based on my personal experience of being a season pass holder at both Alta and Snowbird for multiple seasons and being stuck in traffic for many hours this past season, the status quo is simply not acceptable. That said, it is hard for me to believe that the enhanced bus option will really solve the problem. **(32.7C)**

Most, if not all of my delays this past year were due to accidents (inclement weather) OR Avalanches/Control. While snow sheds will help with Avalanches and their control, it will not be 100% and many of the slide paths are not covered. The bus plan's biggest liability is the motorist who makes a mistake, causes an accident and stops the flow of traffic which will include the busses. **(32.2.6.3P)** As a person who has invested in AWD + dedicated snow tires there is not much incentive for me to take the bus, **(32.2.4A)** as a) I am more comfortable in my car, b) in case of a crash, I would rather be in my own car with the ability to "Bail" c) less transit mode shifts. Could some of this be fixed by a) requiring ALL cars in canyon to be AWD/4x4 WITH Winter tires? Maybe-but people still make mistakes. **(32.2.4A and 32.2.2M)**

The above reasoning is why I am for the Gondola B (FROM LA CAILLE) Option. It is the only one which deals with the majority of traffic concerns for the majority of people. **(32.2.9D)** Backcountry skiers and hikers (I am also a frequent hiker) can continue to use their cars as necessary to access trailheads without gondola stops AND have a better experience as the majority of resort skiers should be FORCED to ride the gondola by limiting resort parking. Avalanche concerns are mitigated OTHER than temporary mitigation closures, I would happily deal with a "longer"ride on the gondola if the time was more deterministic. Please, we need a real solution not a band-aid that results in the same congestion we currently have.

COMMENT #: 4210
DATE: 7/30/21 7:50 AM
SOURCE: Website
NAME: Justin Holmes

COMMENT:

Please do the Gondola lift option. It is the best option. I live a mile from the mouth of the Canyon. And would love to see this option fulfilled. **(32.2.9D)**

COMMENT #: 4211
DATE: 7/30/21 9:15 AM
SOURCE: Website
NAME: Benjamin Randle

COMMENT:

Both of the proposed options feel like we're skipping gradual steps that can be taken to work on the issue in a less extreme way. Why not start by keeping the road and busses in place as they are but set up a toll booth and charge a fee (\$25 or so) to drive up the canyon on weekends/snow days? **(32.2.2Y)** That would enable enforcement of the traction law, encourage people to use the bus system we already have, give us more time to evaluate options and alternatives, all while collecting revenue that can be used to fund a larger project in the future. **(32.2.2M, 32.2.2Y, and 32.2.9A)**

COMMENT #: 4212
DATE: 7/30/21 9:17 AM
SOURCE: Website
NAME: Hannah McDaniel

COMMENT:

Approve of this!(32.29D)

COMMENT #: 4213
DATE: 7/30/21 10:22 AM
SOURCE: Website
NAME: Nikki Zyp

COMMENT:

I have watched the presentation and joined the first public hearing through the live stream. I am a Cottonwood Heights resident who frequents the canyon year round to hike and ski (both at resorts and backcountry).

These canyons are one of our greatest resources and it is vital that we as a community find a way to balance enjoying the canyons with protecting them. I am very concerned about the gondola plan presented as it will increase the number of people in the canyons but does little to address how the impact of that many people will be felt in the canyons. **(32.20A and 32.20C)** I'm also concerned with this plan because it only serves the resort ski community. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will not be an option for anyone wishing to get to a trailhead. **(32.1.2D)** All climbers, snowshoers, classic and backcountry skiers will still need to drive. Is this gondola plan really the best option for our canyon if it is only serving one group of people? **(32.1.2D, 32.2.7A, and 32.7C)** And why should everyone carry the burden of paying for something that doesn't serve all? The resorts should pay the bulk of the cost for the gondolas. Will that be the case? **(32.2.7A)**. If the gondola plan is chosen and implemented, what are the contingency plans if people choose not to use the gondolas and continue to drive? We will be left with an expensive eye sore in our canyons. **(32.2.4A and 32.2.9A)**. Alternatively, while the bussing plan will have a greater environmental impact, **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** it can service a greater group of people and interests. **(32.2.6.3C)** Bussing plans can be fairly easily modified based on need and the additional lanes can be used, when needed, for emergency vehicles to more quickly clear accidents and slide offs. Roads up the canyon will always be needed and it makes more sense to invest our money into developing the roads which can be universally used and altered. While I have concerns about both of the proposed plans and would prefer a third option involving mandatory bussing on high use days (similar to Zion NP) **(32.2.2B)** , I understand there are no easy answers and a lot of work and research has gone into this issue. With those considerations, I favor the bussing plan. Thank you. **(32.2.9A)**

COMMENT #: 4214
DATE: 7/30/21 11:13 AM
SOURCE: Website
NAME: Lorena Bush

COMMENT:

I support the gondola. As a regular user of the canyons I believe the gondola is the best short and long term option for the massive amount of traffic at little and big cottonwood canyon. It also gives options to expand it and make a bet with other resorts. Our population will just keep growing, we better make the best decision now! Yes to the gondola!!(32.2.9D and 32.2.2N, and 32.2.2Q)

COMMENT #: 4215
DATE: 7/30/21 11:21 AM
SOURCE: Website
NAME: Emily Pitsch

COMMENT:

I live in SLC. I want to see less extreme measures taken before anything is built in the canyon **(32.29D)**

COMMENT #: 4216
DATE: 7/30/21 11:47 AM
SOURCE: Website
NAME: Amy Braig Lindstrom

COMMENT:

We need to start with the snow shreds they have the biggest impact for increasing the number of days. After that we need electric buses and no gondola (**32.2.9K, 32.2.6.3F, and 32.2.9E**)

COMMENT #: 4217
DATE: 7/30/21 11:54 AM
SOURCE: Website
NAME: Bo Price

COMMENT:

I live in Midvale and enjoy snowboarding at our local resorts. The only thing that is hindering me from taking the bus is the parking and the frequency at the current routes. I would prefer to take the bus because they are cheaper, faster and, I already have a public transit pass for my schooling. This last year, I would attempt to take the bus at the mouth of the canyon but, the parking lot is completely full and my only alternative is to drive up to the resort itself. Also, when I tried the route off of 9th east the bus took too long to arrive. I feel I became dependent upon driving myself up the canyon because resources have not been allocated to our current options. **(32.2.6.2.1C and 32.2.6.3K)** I would prefer bus routes over a gondola because I do not want increased price rates to use public transit up the canyon, **(32.2.4A)** I also do not want to overuse our taxes for a method that is irreversible and beyond our current need and, encouragement to use the current bus methods can be improved with further support and advertising. **(32.2.4A)** I would advocate for increasing parking and bus route frequencies before doing major construction within the canyon. **(32.2.9A)**

COMMENT #: 4218
DATE: 7/30/21 12:16 PM
SOURCE: Website
NAME: Taylor Dankmyer

COMMENT:

I am a resident of South Salt Lake, and just purchased a home here, partly due to the access to the mountains. I have lived in Salt Lake for 3 years, and prior to that visited Salt Lakes ski resorts (particularly in Little Cottonwood) every year for 15 years.

I have commented before via this comment system at various times during the EIS. I am delighted that we have chosen the Enhanced Bus option as one of the finalists. I am less thrilled with the inclusion of a gondola option, however the La Caille solution was still likely our best solution of the Gondola options. That said, I vastly prefer the enhanced bus solution. There are a few reasons for this:

- We already have buses from UTA that we are utilizing today. While road work must be done to make the enhanced bus solution a reality, it relies on a reusable resource (buses) that can be used throughout Salt Lake, Little Cottonwood and Big Cottonwood, regardless of if it is ski season or not. **(32.2.9B and 32.2.6.3E)**
- While construction of both options will take time, we could arguably work on a hybrid bus priority system with our existing lanes today as we build the enhanced bus system with extra lane, snow sheds, etc. **(32.2.9R)**
- The bus is generally more flexible. If demand increases, we can run more buses up the canyon. If we need the bus to stop at various snowshoeing or backcountry skiing areas (currently overflowing parking lots typically), it can. **(32.2.6.3C and 32.2.6.3D)** In the summer it can stop at summer hiking spots (even if that is not in the cards now). In general, because it is a vehicle that can move around obstacles and stop where it would like, the enhanced bus seems more flexible to the ever growing needs in the canyon. **(32.2.6.3C)**
- In addition, there remains a possibility for the LCC Bus line to be extended into a full city connector of sorts, therefore potentially reducing car traffic and parking at the mouth of the canyon (this is an issue for either the gondola or the bus, but the bus at least offers the *opportunity* to build a full home to ski resort bus only option in the future). **(32.2.2I)**
- The simplicity of buses can sound quite boring, but more and more they are the go to rapid transit option in the mountain west. Gondolas are not. They are in Europe, but cars are also impossible and far less prevalent. The reality is that the Wasatch front and Salt Lake valley in general is quite reliant on cars, so building a gondola for one small piece of the travel seems a bit disjointed. **(32.2.9E)**
- The gondola is quite rigid in its offering, as it can't really increase its capacity once it is built. It will be, last time I checked, the longest gondola in the world, which isn't a feat I think the state of Utah should take on as a newbie of gondola builders (even with all the expertise of contractors building it). **(32.2.6.5N and 32.2.6.5BB)**
- From the initial plans and latest plans, it seems the gondola will need to make some hard 90 degree turns, and there is the possibility of riders having to get *off* the gondola at snowbird to continue their trip at Alta. This adds, according to the EIS, 9 additional minutes to the ride for the gondola, further lengthening the time it will take. **(32.2.6.5R)**

- The gondola will only ever solve ski resort travel issues. It does nothing to deal with summer hiking, or even winter activities that aren't ski resort skiing (such as backcountry skiing, snowshoeing, etc.). The gondola won't be able to stop anywhere along the road in LCC except at Snowbird and Alta. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

- The fact that the gondola will be ever present truly impacts the beauty of the canyon. Sure, a red snake of cars in traffic also isn't very majestic, but it's not a permanent structure in the canyon. The gondola will be. **(32.17A)**

- The so-called "benefit" some have laid out of the gondola being a tourist destination/attraction is the very opposite of what this EIS is looking to solve. **(32.1.2B)** We are looking to reduce traffic in the canyon for ski travel mostly. The fact is that the gondola WILL attract tourists, when our actual goal should be to *not* attract additional traffic into the canyon. **(32.1.2B and 32.2.4A)** Let's let tourists access many of the resources we already have in this beautiful state, no need to add more tourist traps that will further make our traffic worse - without actually getting skiers/snowboarders up the mountain.

- The gondola will take a long time to build. **(32.2.7C)**

- I am not convinced that the gondola can really handle enough people compared to multiple buses driving up the canyon back to back. Again, capacity building and downsizing with the bus is as simple as either adding more buses or reducing buses. It has a potentially infinite capacity (or at least quite a high threshold). **(32.2.6.3N)**

- The gondola also seems to set a potential slippery slope for Park City to try to build a similar gondola into Big Cottonwood and then eventually from BCC to LCC. **(32.2.2N and 32.2.2Q)** The wildlife impact and additional traffic this will create will truly ruin the majesty of these great mountains. **(32.13A)**

Let's build an enhanced bus service, and start with even just prioritizing buses on the existing lanes until that enhanced bus service with additional lanes is available. **(32.2.9A and 32.2.4A)** We can make the riding experience more comfortable and provide storage potentially for skis and gear either under the bus or on the outside of the bus, and increase bus capacity so that the lines are shorter. **(32.2.6.3G and 32.2.6.3K)** We can do this if we make buses actually the *fastest* way to get to the mountain, vs. right now where the buses sit in the same traffic as all the single occupancy vehicles on the road.

COMMENT #: 4219
DATE: 7/30/21 12:58 PM
SOURCE: Website
NAME: Dave Lowe

COMMENT:

Why do both option have to cost so much out of tax payers pockets. **(32.1.2B)** The best option it to do NEITHER and go to bus only in the canyons like Zions. **(32.2.9G and 32.2.2B)** It's the only way all parties get treated the same and fairly. Business owners, customers, rich and poor, skiers, hikers and climbers.

COMMENT #: 4220
DATE: 7/30/21 1:01 PM
SOURCE: Website
NAME: Patricia Esquivel

COMMENT:

Yes, I agree. We need to do something. **(32.29D)**

COMMENT #: 4221
DATE: 7/30/21 1:04 PM
SOURCE: Website
NAME: Leah Magidson

COMMENT:

As someone who enjoys little cottonwood canyon for bouldering and hiking - not just skiing - I feel like whatever option is decided on should only be used for the main ski season (november - march). **(32.2.6.3C and 32.2.6.5G)** Not being able to drive to specific trailheads or roadside parking will eliminate the option of climbing and hiking in the canyon, especially at hours outside of a bus or gondola schedule. **(32.2.4A and 32.4G)** It is important to have access to the canyon in the early morning or evening once the temperature rises for climbers. If the traffic is problematic only in the winter, then the alternative transportation options should only be required in the winter if at all.

COMMENT #: 4222
DATE: 7/30/21 1:09 PM
SOURCE: Website
NAME: Tianyao Xiao

COMMENT:

I support the Enhanced Bus Service alternative. We don't need the Gondola. **(32.2.9A and 32.2.9E)**

COMMENT #: 4223
DATE: 7/30/21 1:15 PM
SOURCE: Website
NAME: Justin Holmes

COMMENT:

I think this option is by far the best one!

Living less than a mile below the mouth of little cottonwood canyon, I many times see the traffic up the canyon so backed up, I can't even get out of my own neighborhood. **(32.7B)**

As an avid long time skier Ive been stuck up at Snowbird or Alta more times than I can remember, because of snow storms, and it is a mess every time.

I am heavily in favor of installing the gondolas. **(32.2.9D)**

COMMENT #: 4224
DATE: 7/30/21 1:20 PM
SOURCE: Website
NAME: David Shackelford

COMMENT:

I'm a resident in zip code [REDACTED] and ski 150+ days per year in LCC (half in bounds, half out of bounds). The draft EIS fails to adequately consider three key considerations with regard to the gondola:

1) Capacity: Without consideration for capacity, the gondola is equivalent to writing a blank check to the ski resorts. It is irresponsible to build a gondola that has the potential to carry 5x what is modeled in the EIS without agreeing ahead of time what that capacity should be. If you build it, they will come. **(32.20B and 32.2.6.5N)**

2) Avalanche Mitigation: I have heard conflicting information on whether gondola operations will be impacted by avalanche mitigation. In a major avalanche cycle, it seems logical that the towers will need to be inspected before reopening. This means that the gondola will have downtime, potentially more/potentially less than the road. As a result, it does not provide a reliable secondary egress route -- which is one of the few major benefits in my opinion. **(32.2.6.5H and 32.2.6.5K)**

3) Traction control enforcement: Before we consider spending hundreds of millions of dollars, why not make an honest effort for a single season to enforce traction controls to see the impact. Make it the law that from November to May, you have to have 3PMSF tires all day every day. If you don't have a properly equipped vehicle, take the bus. You don't even have to slow traffic at the mouth of the canyon. Just have a few officers go through the parking areas up the canyon and write out tickets. The message will get out. **(32.2.2M)**

COMMENT #: 4225
DATE: 7/30/21 1:23 PM
SOURCE: Website
NAME: Kathleen Carey

COMMENT:

I'm in favor. I've seen how gondolas/trams can improve transportation opportunities in Medellin, Columbia as an example. **(32.2.9D)**

COMMENT #: 4226
DATE: 7/30/21 1:27 PM
SOURCE: Website
NAME: Eric Swenson

COMMENT:

As a rock climber and backcountry snowboarder who primarily climbs/ boulders/tours in Little Cottonwood, I am firmly against any option that would widen the road and destroy the world-class bouldering that lies right alongside the road. **(32.4A)** In particular, having \$500MM+ in taxpayer dollars go to mainly to a resort that I cannot even access as a snowboarder feels like an extreme insult. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widening the road is a terrible solution, and a taxpayer-funded gondola is even worse. **(32.2.9C and 32.2.9E)** If the city wants to increase business, do it by repealing some of the draconic laws that prevent non-Mormons from visiting... Not by destroying nature. **(32.13A)**

COMMENT #: 4227
DATE: 7/30/21 1:28 PM
SOURCE: Website
NAME: Ammon Traeden

COMMENT:

A gondola serves only the ski resorts and as a taxpayer in Utah and a season pass holder in lcc, I can think of many ways that my tax money could be spent rather than giving these ski resorts a multi million dollar gift. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I also backcountry ski quite a bit and I really don't see how this would benefit that community in any way. **(32.1.2D)** It will be an eye sore, **(32.17A)** change access to the backcountry and that whole community would not get any use out of the gondola. **(32.7G and 32.2.4A)** I be believe that a bus lane with way more busses or just vastly increased bus service and restricting the number of cars allowed up each day would really help reduce canyon traffic and the number of accidents that happen up there. **(32.2.9B and 32.2.4A)** However, you would need to build several more park and ride lots as the current ones are already full on weekends without increased incentive for bus use. **(32.2.6.2.1C and 32.2.4A)** Please do not build the gondola, **(32.2.9E)** it's a cool idea on paper but I think it would cause more problems than it would solve. But if you do go with that make Alta and snowbird pay for it. Also, please do something to address the same traffic issues in big cottonwood canyon. **(32.1.1A)**

COMMENT #: 4228
DATE: 7/30/21 1:36 PM
SOURCE: Website
NAME: Peter Landsman

COMMENT:

I support the gondola option for Little Cottonwood Canyon. This part of the Wasatch is already heavily developed and a gondola would provide an alternative transportation option with minimal environmental impact. Due to their efficiency, Gondolas are common as transportation throughout the world and are attractive to potential riders. Buses do not have the same appeal. The unique and beautiful Little Cottonwood Canyon deserves an equally unique and beautiful transportation solution. **(32.2.9D)**

COMMENT #: 4229
DATE: 7/30/21 1:45 PM
SOURCE: Website
NAME: Renee Yeoman

COMMENT:

This whole project is just using taxpayer money to help Alta and Snowbird make more money. Absurd. Want to cut back on LCC traffic? Ban Ikon. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.2.2K)**

COMMENT #: 4230
DATE: 7/30/21 2:00 PM
SOURCE: Website
NAME: Libo Wang

COMMENT:

I urge you to consider scaling our bus / UTA system first and foremost before committing tax payer money to private interests such as the gondola. **(32.2.9A)** While there is prior lack of success with the UTA system, the major issue is lack of reliable bus schedule and nonavailability of parking. **(32.2.9A and 32.2.6.2.1C)** Both can be expanded with much less cost and can scale as needed. **(32.2.7C and 32.2.6.3D)** The gondola is a major commitment, heavy on private interests, light on realistic projections and financial details (such as rider fees, will tickets be included in pass holders). **(32.2.4A)** Concentration of traffic to one area does not solve the bottle neck that already peripherally surrounds both cottonwoods given the location of the proposed parking lot. **(32.2.6.5E)**

Therefore I have to speak out against rushing into the gondola as a solution to our current canyon congestion. **(32.2.9E and 32.7C)** Thanks for your time.

COMMENT #: 4231
DATE: 7/30/21 2:29 PM
SOURCE: Website
NAME: Jonathan Fay

COMMENT:

Your EIS is completely skewed. We get it you will have to move boulders and use less salt for a gondola. But how will these impact the future of Alta (the town) what will doubling the amount of people in a tiny town do? **(32.40, 32.20A, and 32.20C)** How much will this encourage future development of a place that doesn't even have a grocery store? **(32.20E and 32.20F)** In a state of less government is the answer, the power of UDOT to decide the future of a town seems awfully intrusive.

COMMENT #: 4232
DATE: 7/30/21 2:47 PM
SOURCE: Website
NAME: Mark Krantz

COMMENT:

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

COMMENT #: 4233
DATE: 7/30/21 2:58 PM
SOURCE: Website
NAME: Torin McDonald

COMMENT:

Neither of the proposed preferred alternatives in the EIS would provide adequate transportation alternatives for dispersed recreational users. **(32.1.2D)** They only would benefit the ski resorts themselves, and as a tax payer I would like to see the surplus budget directed toward more incremental and logical alternatives, like an increased bus schedule without road widening. **(32.2.9A)** The two preferred alternatives are really just a subsidy to the ski resorts- which is not something that taxpayer money should be used for. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4234
DATE: 7/30/21 3:40 PM
SOURCE: Website
NAME: Colby Stetson

COMMENT:

The gondola amounts to little more than a taxpayer funded subsidy for Alta and Snowbird. This idea is offensive. Given the amount of people it can move per hour, and the fact that it only stops at the ski areas to serve a dying industry, it is not a "transportation solution" for LCC. There is little in this plan that benefits anyone in the community besides the ski areas and their marketing departments. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A widened road, snow sheds, and enhanced bus service would help to alleviate traffic problems in a slightly more cost effective way. **(32.2.9B)**

However, neither of the 2 options currently on the table are practical long term solutions for the canyons. **(32.2.6H)**

Something as simple and cheap as a Forest Service tollbooth at the bottom could help reduce traffic while simultaneously subsidizing public infrastructure improvements that the canyon desperately needs (better parking at trailheads, more public bathrooms, etc). **(32.2.2Y)** On the other end of the cost spectrum, a train system servicing PC, BCC, and LCC could have been an excellent and comprehensive solution reducing traffic, emissions, car accidents, and drunk driving. **(32.2.2N and 32.2.2Q)**

The gondola solution is absurd, expensive, and serves nobody besides the resort execs and their investors. **(32.2.4A)** If the resorts want the gondola, they should pay for it, not taxpayers. **(32.2.7A)** I am begging planners to go back to the drawing board and envision a solution that serves the entire community into the future. **(32.2.9E)**

COMMENT #: 4235
DATE: 7/30/21 3:56 PM
SOURCE: Website
NAME: Eddie Morillas

COMMENT:

I feel that the benefit of the current proposed alternatives is too focused on the ski resorts and does not appropriately consider other canyon activities. **(32.1.2B, 32.1.2D, and 32.2.7A)** A solution that provides more equitable access to recreation throughout the entire canyon and provides a benefit during the summer months would be strongly preferred. **(32.1.2C)** Additionally, I am concerned by the impact to the historic climbing resources near S.R. 210. Part of Salt Lake's appeal is the ability to access world class recreation opportunities year round. Destroying access to one of those activities in favor of another is frankly irresponsible. **(32.4A and 32.4B)**

There are many less environmentally impactful alternatives to continue to test and improve in the short term before undertaking such a massive and expensive infrastructure project. Buses have not been given enough of a chance. Tolling or vehicle occupancy requirements haven't been tried. Ski shuttles from area hotels could be implemented to reduce the number of under-equipped rental cars and inexperienced winter drivers in the canyons. **(32.2.9A and 32.2.4A)** And what about BCC? I think the best solution will be adaptable to both roads. **(32.1.1A)**

Finally, the fact that Snowbird and Alta, the two companies that will benefit the most from this project, are not shouldering a significant portion of the financial burden is completely unacceptable. **(32.2.7A)**

COMMENT #: 4236
DATE: 7/30/21 4:02 PM
SOURCE: Website
NAME: Dallin Van Wagenen

COMMENT:

I am in total favor for this. It sounds like an amazing option to help out the issues. I am in full support
(32.29D)

COMMENT #: 4237
DATE: 7/30/21 4:20 PM
SOURCE: Website
NAME: Dave DiRocco

COMMENT:

This is such a great idea. A great way to reduce emissions and polutions and help preserve our canyon! Plus a very beautiful way to enjoy some breakfast on our way to ski!(32.10A and 32.29D)

COMMENT #: 4238
DATE: 7/30/21 4:40 PM
SOURCE: Website
NAME: Zach Decker

COMMENT:

Gondola is the clear best choice as bad weather is the key issue. Not just congestion. Bus costs will go up as labor and insurance and costs of maintenance go up faster than gondola. From a marketing vantage point this is clearly in line with the states idea of ease of access from airport and tourism. Not to mention safety for accidents and tourists. Lastly - an eventual wassatch gondola connect could be in order for the future. Saving larger transportation issues **(32.2.9D and 32.1.5B)**.

COMMENT #: 4239
DATE: 7/30/21 4:40 PM
SOURCE: Website
NAME: M Jeffrey Painter

COMMENT:

Build the gondola!(**32.2.9D**)

COMMENT #: 4240
DATE: 7/30/21 4:43 PM
SOURCE: Website
NAME: Diane Whittaker

COMMENT:

Please do not consider the gondola option. **(32.2.9E)** This option does not support the many users of the canyon that are not resort skiers. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will be slower than the bus and less flexible than the bus. Also, more expensive than the bus.

COMMENT #: 4241
DATE: 7/30/21 4:45 PM
SOURCE: Website
NAME: Tyson Cook

COMMENT:

Are we really going to spend \$\$\$ that literally is for a problem that only exists 3 months of the year, and of those 3 months mainly on powder days. **(32.1.2B and 32.1.4D)** I've lived at the mouth of LCC since 1979, skied professionally with Snowbird, and continue to coach the race team. I don't see the overall need, other than lots of snow sheds. **(32.2.9K)** Avalanche control, and the road being taken out is the problem (and cars lined up waiting for the road to clear), NOT the volume of cars.

COMMENT #: 4242
DATE: 7/30/21 4:47 PM
SOURCE: Website
NAME: Matthew Rocha

COMMENT:

Maybe a staged implementation of enhanced bus option would be a way to go before we go full out with cutting a wider road. **(32.2.6.3D)**

For instance maybe start tolling and run a bus only from mobility hubs access hour for 7-8:30am or something along those lines and see how that works. **(32.2.9A and 32.2.4A)**

COMMENT #: 4243
DATE: 7/30/21 4:51 PM
SOURCE: Website
NAME: Roger Tobar

COMMENT:

My vote is for the Enhanced Bus Service Peak Period Shoulder lane. **(32.2.9B)** Ultimately, however, I envision that 3rd lane to be utilized as a Flex Lane - 2 uphill lanes in the morning transitioning to 2 downhill lanes for the evening return home. **(32.2.2D)** Morning traffic backup issues would be drastically reduced when the two lanes at the mouth of LCC canyon can maintain their flow rather than the horrible slow down to merge into one lane which is never a good situation. S.R. 210 is already there. Let's just make it a world-class expressway with snow sheds that can handle the traffic more efficiently. **(32.2.2P)**

COMMENT #: 4244
DATE: 7/30/21 4:52 PM
SOURCE: Website
NAME: Peter Crowley

COMMENT:

While both solutions have drawbacks, I see the gondola option as a better fit for limiting environmental impacts in the canyon long term. It also would more easily allow for future expansion to Big Cottonwood Canyon and the eastern side of the Wasatch range. **(32.2.2N and 32.2.2Q)** I want an option that will contain or reduce the impacts while still allowing for an increased number of people in the canyons. I differ from those that say the only way to reduce impact is to reduce the number of people.

COMMENT #: 4245
DATE: 7/30/21 4:54 PM
SOURCE: Website
NAME: Jeneen Nelsen

COMMENT:

I am for the least invasive way to get guests to the slopes. THE GONDOLA AND PARKING STRUCTURE ARE WAYYYY TO INVASIVE!!! (32.2.9E)

COMMENT #: 4246
DATE: 7/30/21 4:55 PM
SOURCE: Website
NAME: Paul Nelson

COMMENT:

I am most definitely echoing the opinions of many other citizens and users of the canyon. DO NOT BUILD A GONDOLA, or widen the road for that matter. **(32.2.9E and 32.2.9C)** I think that this project is far too expensive and one sided in its positive outcomes for the interested parties. The ski resorts seem to be the only ones benefitting from this proposal. And tax payers are losing all the flexibility they enjoy in the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Spend less money on something simpler. Expanding and refining the existing bus service, Limit single occupancy vehicles, Tolling, get the ski resorts to buy their own damn buses. **(32.2.9A and 32.2.4A)** Literally 100 small ideas that could be experimented with. Benefit more people. If you were trying to avoid the scummy look of subsidizing large greedy cooperations while leaving everyone else behind in the name of "trickle-down economics", this isn't it. Y'all are acting self-interested and corrupt. Knock it off.

COMMENT #: 4247
DATE: 7/30/21 4:57 PM
SOURCE: Website
NAME: Ann Carter

COMMENT:

You make the wrong assumption that the problem is to move the most people safely and efficiently up the canyon. **(32.1.2B)** The priority should be the canyon. Not the people. **(32.1.5C)**

COMMENT #: 4248
DATE: 7/30/21 4:57 PM
SOURCE: Website
NAME: Jack Smith

COMMENT:

The gondola is far the better choice fir baby reasons. (32.2.9D)

COMMENT #: 4249
DATE: 7/30/21 5:10 PM
SOURCE: Website
NAME: Stan Pugsley

COMMENT:

We love the gondola idea. Any other option would be at constant risk of avalanche or traffic jams. But the gondola gives a reliable, predictable journey. **(32.2.9D)**

COMMENT #: 4250
DATE: 7/30/21 5:18 PM
SOURCE: Website
NAME: John Pruitt

COMMENT:

No gondola. **(32.2.9E)** Widen the road for a bus only lane. **(32.2.9B)** It's the only way to incentivize people in their cars to see a bus flying past them as they're stuck in traffic. **(32.2.4A)** Had some avalanche sheds while you're at it. **(32.2.9K)**

COMMENT #: 4251
DATE: 7/30/21 5:41 PM
SOURCE: Email
NAME: Peter Vander

COMMENT:

Both options are lame. Why such outrageous spending? Why have everyone park and funnel into one place? Why transport people in the air in a windy stormy canyon? **(32.1.2B)** Be patient, add a few buses, stop promoting skiing, and use the road we have. A few road delays are fine. **(32.2.9A)**

COMMENT #: 4252
DATE: 7/30/21 6:04 PM
SOURCE: Website
NAME: Brett Digwood

COMMENT:

My previous comment was in support of road expansion and expanded bus service. After viewing the public forum videos I only support enhanced bus service. **(32.2.9A)** This is a problem limited days of the year. **(32.1.4D)** Those days should be closed to private transit to mitigate the issue. As is Zion canyon. **(32.2.2B)** Those with private interest will get the benefit from taxpayer funds **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. We will take public transit if required to do so. **(32.2.4A)**

COMMENT #: 4253
DATE: 7/30/21 6:04 PM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

If the \$11M is only meant for winter for the bus solution and nearly \$11M is for both Winter and Summer for gondola it makes more sense to me that we go with the Gondola because it covers all demanding the canyon now and in the future. Riding a bus in the summer up a canyon would be a bummer and not interesting. **(32.2.9D)**

COMMENT #: 4254
DATE: 7/30/21 6:56 PM
SOURCE: Website
NAME: Jacob Levine

COMMENT:

I am fortunate enough to work in the mountain sports industry, and unfortunate enough to have to commute up and down LCC, BCC, and Parley's year round multiple times per week. In pre-pandemic conditions I took the bus as often as possible when working in the mountains, and still commuted via car to access the mountains recreationally. I was able to walk to a city bus from my home in Salt Lake County and connect to the ski bus to access both BCC and LCC with our existing public infrastructure. The current bus options to and from Park City is expensive and not feasible for me to use for my work commute. On most days the public bus was reliable, except when we get snow in the valley because the city busses are ill equipped for driving in the snow and plowing in the valley can be slow. The bus commute added 40 minutes compared to driving, nearly doubled travel time on a clear road day, but saved me the gas, wear and tear on my vehicle, and dealing with parking. Plus I was able to get some work done from my phone while sitting on the bus, compared to dealing with all of the wonderful habits of my fellow Utah drivers.

In my experience avalanche mitigation is the biggest cause of slow downs accessing LCC, **(32.7A)** and the intersection at the bottom of BCC is the biggest cause of slow downs accessing that canyon. I vividly remember a non-holiday pow day this past winter being stuck on Ft. Union for 2 hours in view of the light while the cop at the light let both sides of Wasatch Blvd up the canyon while the Ft. Union traffic just sat there helpless. 2 hours on this particular Wednesday is not an exaggeration, I have record of my text conversations apologizing to my employer for being hours late to work after leaving my house at 6:45 am.

Why is the solution not addressing traffic issues for both canyons??? **(32.1.1B)**

Traffic congestion on peak times and pow days seems equally bad for both BCC and LCC in my experience. I have several friends that are long time locals who are fed up with both Canyons, and are giving up on the Cottonwoods and getting passes up North this year because the longer distance commute has become more reliable and shorter travel time in recent years.

I am opposed to the Gondola for LCC, and opposed to widening the whole "road. **(32.2.9E and 32.2.9C)** I also think that the traffic in BCC for peak times also needs to be addressed. **(32.1.1A)** Snow sheds, enhanced parking areas, enhanced intersections, and busses seem lower impact, scalable, and also able to positively impact the commute in our other canyons in addition to LCC. **(32.2.9A)**

I also think that enhancing public transportation in a way that doesn't use centralized travel hubs that will eventually max out is a better option. Decentralized enhancements, and the ability to access the canyons from a variety of locations in the valley including the airport seems much more prudent to me. Tourists fuel our mountain industry, but inexperienced drivers in rental cars that don't have proper snowtires/4wd are a real bottle neck and safety factor on a daily basis. **(32.2.2I)**

The solutions presented seem to be designed in a vacuum, not taking into account transportation issues for our other canyons or our region at large. To me the mobility hub concept simply moves the congestion bottle neck a little further down the hill. **(32.2.6.2.1D)**

Why do these solutions not address traffic in BCC? Or anywhere besides LCC? **(32.1.1A)** No matter how snazzy the ""mobility hub" is, models show that demand will eventually exceed capacity of any singular centralized option. **(32.2.6H)** Won't snow sheds increase the reliability of accessing the mtns

via the road? **(32.7A)** They are certainly sweet in Japan, however I'm aware that the Japanese snowpack isn't an apples to apples comparison to our snowpack/avalanche issues.

Enhancing the busses, including giving them priority in the canyons during peak times seems like it would relieve congestion in the whole region rather than just LCC by itself. **(32.2.9A)**

I know this is not a vote, but for the price tags we are talking about I think the best solution should address peak traffic to the mountains for our whole region NOT just LCC, and NOT in a centralized way that will get maxed out by the time the project is finished. I hate when I'm a part of the problem as a single occupancy vehicle and can't wait for a reliable transportation solution that reduces my need to rely on my personal vehicle, BUT we also need access to trailheads in addition to the resorts. **(32.2.6.3C and 32.2.6.5G)**

COMMENT #: 4255
DATE: 7/30/21 7:01 PM
SOURCE: Website
NAME: Robert Hobson

COMMENT:

Please No gondola, it's a terrible expensive boondoggle. Think about bus options. **(32.2.9E and 32.2.9A)**

COMMENT #: 4256
DATE: 7/30/21 7:12 PM
SOURCE: Website
NAME: Elliot Lacroix

COMMENT:

I do not support the idea of using gondolas or expanding the road. **(32.2.9E and 3.2.9C)** It will ruin other world class recreation that many people travel from all over the world to use. Examples are rock climbing , mountain biking, back country skiing, hiking. **(32.4A, 32.4B, and 32.4G)** The ski resorts benefit from this use of tax payer money while in reality only some privileged people will now enjoy the canyon. **(32.1.2D, 32.2.7A, 32.5A, 32.7B, and 32.7C)**

COMMENT #: 4257
DATE: 7/30/21 7:19 PM
SOURCE: Website
NAME: Veronica Hanson

COMMENT:

This is such a bad idea! A Gondola not only destroys the beauty of the canyon, it will serve only a very small percentage of the people that use it....Not all of us who recreate in the canyons are skiers or snowboarders. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If Alta and Snowbird want a Gondola for their customers, they should pay for it. **(32.2.7A)** In order to relive congestion in the canyons, why not use busses? Make a designated lane for bus use only. **(32.2.9B)** You guys are wanting to ruin a most beautiful place and once you do, the area will never be the same. **(32.17A and 32.17B0 Honestly, please have a conscience and don't be all about the money....**

COMMENT #: 4258
DATE: 7/30/21 7:32 PM
SOURCE: Website
NAME: Milo Peck

COMMENT:

Both alternative offer good solutions. HOWEVER, the bus proposal is still subject to the same road conditions affecting current traffic, ie. icy roads, snow slides, rock slides, etc.. (32.2.6.3P) In addition, the delays that are inevitable because of extremist environmental groups, who oppose ANY widening of the roads would delay this option almost indefinitely. One more issue is the disruption to any road traffic during construction of a widened roadway would be monumental, while construction of the gondola system would have little (if any) impact on normal traffic. **(32.4C)**

Thinking LONG term, the gondola system is by far the best solution, and offers expansion possibilities that no other proposal offer **(32.2.9D)**

COMMENT #: 4259
DATE: 7/30/21 8:26 PM
SOURCE: Website
NAME: Ben Anderson

COMMENT:

At first, I favored the gondola. However, upon further reflection, I feel that only serves the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widening the lane or creating a flex lane serves the climbers, hikers, Backcountry skiers, visitors, and everyone else who's destination is not the ski resort. I feel it's a better option for Utah. I feel better about my tax money Widening the lanes than the gondola. **(32.2.9B)**

COMMENT #: 4260
DATE: 7/30/21 8:27 PM
SOURCE: Website
NAME: Hunter Todd

COMMENT:

I have made a previous comment but a added thought. If the canyon busses had 4x4 or just a good AWD system I think the opening up a buss lane makes a lot more sense. But as is from someone who has driven up and down the canyon for years and the last two or so daily, none 4x4 and/or having bad or wrong tires is what leads to the most accidents. The City busses don't have enough weight over the front at many times and wind up being able to drive but not steer very well or at all and with some more aggressive tires that will also pull traction wouldn't be a immense problem, even a front engine bus, I mean people also want to be safe, and awd helps keep you safe in bad conditions just like a seat belt does in life or death conditions and the best way to beat those is to never have to test the crash systems for real in the first place. So also maybe no 2x4 vehicles allowed between November 1 and April 1. There is definitely some bad weather at both end of that but I believe the worst is usually in that time frame. I could see investing in a buss that just has AWD, maybe even a hybrid awd with the ability at times have the diesel directly power the rear electric motors to get guaranteed 4x4 when needed and could help in the valley at many times during storms. And in summer solar panel roofs and the electric drive system could do a lot of work saving fuel and emissions over the diesel constantly running and run on a automatic mode. The technology is definitely there. I still think a gondola does the least damage to the environment and adds another level of safety to getting people in and out. But I understand there is concern over building cost and maintenance and repair cost of a gondola. And it's not very versatile ware as busses with awd could also be a beneficial investment to the rest of the valley and to the direct safety of passengers and other drivers. **(32.2.6.3E and 32.2.6.3F)**

COMMENT #: 4261
DATE: 7/30/21 8:29 PM
SOURCE: Website
NAME: Gayle Shuler

COMMENT:

This comment is in reference to the idea of charging a toll to go up the canyon. I am not disagreeing with that because I strongly believe that travel needs to be restricted and the canyons need to be maintained. However I am concerned with the quality of access to the canyons for all of our citizens, without discrimination due to age or income. I believe that most of those traveling in the canyons are locals rather than tourists. I wonder if there could be free days or passes for locals or creative ideas to give access to our locals. The canyons are not just used for skiing and formal recreation enjoyed by those who can afford sports. My love for the canyons came throughout lifetime of long hikes with wildflower, wildlife and bird observations which inspired me to go into education. Children and elderly need free access to this amazing and enriching resource. It is not just about money. Organized volunteers might be an interesting idea for maintaining beauty. **(32.2.4A, 32.4G, and 32.5A)**

COMMENT #: 4262
DATE: 7/30/21 9:43 PM
SOURCE: Website
NAME: Pamela Grubaugh Littig

COMMENT:

I prefer the "bus" option because it provides more flexibility now and in the future. (32.2.9A)

COMMENT #: 4263
DATE: 7/30/21 9:50 PM
SOURCE: Website
NAME: Xing Li

COMMENT:

I support this idea. (32.29D)

COMMENT #: 4264
DATE: 7/30/21 9:50 PM
SOURCE: Website
NAME: Adam Kaufmann

COMMENT:

I think the gondola will be more beneficial for the environment in the long run. (32.2.9D)

COMMENT #: 4265
DATE: 7/30/21 9:51 PM
SOURCE: Website
NAME: Cheryl Pirozzi

COMMENT:

I am in favor of enhanced bus service without roadway widening. **(32.2.9A)** Road widening will damage the invaluable roadside environment of the canyon. **(32.13B)** My family and I enjoy bouldering in LCC several times a week; it is one of my favorite places on earth, a beautiful escape close to home. The bouldering in LCC is also world-renowned and makes slc a destination for many. Widening the road will damage irreplaceable bouldering and alter the creekside environment. **(32.4A and 32.13B)** More frequent low emission busses and incentives not to drive can achieve the capacity needed without the environmental damage. **(32.2.9A and 32.2.9F)**

COMMENT #: 4266
DATE: 7/30/21 10:25 PM
SOURCE: Website
NAME: Stephanie Schirman

COMMENT:

This is the best solution to all the traffic issues in the canyon! It's one that allows for safe and clean travel up and down the canyon. **(32.29D)**

COMMENT #: 4267
DATE: 7/30/21 10:41 PM
SOURCE: Website
NAME: Sean Sullivan

COMMENT:

"LCC needs better reliability and LESS emissions in the canyon. Expanded bus service fails to address either of those. **(32.10A and 32.2.6.3P)** It only expands vehicle traffic, which is at the mercy of all too common road closures and costs more to operate. Gondola for the win. **(32.2.9D)**

COMMENT #: 4268
DATE: 7/31/21 12:30 AM
SOURCE: Website
NAME: Bill James

COMMENT:

JPods are solar-powered mobility networks. US Patent 6,810,817:
Networks of self-driving cars: "A method of controlling a transportation System for moving people, freight, and any combination whereof using a distributed network of intelligent devices without requiring the aid of a human driver"
Solar-powered mobility networks: "The method... providing... Solar and wind power generators integrated into the physical Structure of Said transportation System...."

We would like to privately fund the building of networks to solve urban traffic and injuries.

It may be practical to privately fund building the Little Cottonwood Canyon project. There would be no need to expand the Rights of Way. JPods can be built over the existing Rights of Way. **(32.2.2MM)**

COMMENT #: 4269
DATE: 7/31/21 5:16 AM
SOURCE: Website
NAME: Joe Parisi

COMMENT:

It is a shame that UDOT is looking to permanently change one of the states most beautiful canyons only to benefit two ski resorts. **(32.1.2B and 32.1.2B, 32.2.7A, 32.7B, and 32.7C)** The majority of people that this proposition affects is in great opposition to both monstrous propositions. Please hear the people of Salt Lake City and do not go through with this. The city could use the \$500 million of taxpayer money to benefit everyone, not just the two ski resorts sitting at the top of LCC. **(32.2.7A)**

COMMENT #: 4270
DATE: 7/31/21 6:18 AM
SOURCE: Website
NAME: Kendall Robins

COMMENT:

I favor the gondola option B due to its low carbon footprint, lower operating cost, and reliability. I especially like it because it eliminates the need to widen Wasatch between the two Cottonwood Canyons. **(32.10A and 32.2.9D)**

COMMENT #: 4271
DATE: 7/31/21 8:02 AM
SOURCE: Website
NAME: Doug Thompson

COMMENT:

Tram as busses would be blocked with snow slides !(32.29D)

COMMENT #: 4272
DATE: 7/31/21 8:25 AM
SOURCE: Website
NAME: David Brugger

COMMENT:

I fully support the gondola option. As a lifelong resident who grew up skiing and recreating in both canyons since the 1970's, this option provides enhanced transportation that will serve the canyon well. Any option must be reliable, easy to use, and efficient. The gondola meets all three. If busses were the answer, more people would use them today. Both transportation hubs are long overdue. Also, I believe that Wasatch Boulevard should be expanded fully in both directions. The residents that oppose this, don't have any solutions and can't see that either of these solutions will improve traffic.
(32.2.9D and 32.2.9Q)

COMMENT #: 4273
DATE: 7/31/21 8:42 AM
SOURCE: Website
NAME: Tom Lanning

COMMENT:

I support Alternative B (Gondola) for its reduction in pollution during construction and in operation.
(32.2.9D)

COMMENT #: 4274
DATE: 7/31/21 9:18 AM
SOURCE: Website
NAME: Norman Levy

COMMENT:

owners of property in the canyon or timeshares should not be charged a toll to enter or leave with their car to drive in the canyon and their parking spaces should be preserved. **(32.2.4A)**

COMMENT #: 4275
DATE: 7/31/21 9:32 AM
SOURCE: Website
NAME: Charles Rand

COMMENT:

The gondola idea will ruin the canyon and is a taxpayer subsidy for Alta/snowbird. Don't ruin nature for corporate gain. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Add more busses, they won't be an eye sore in the canyon. **(32.2.9A)**

COMMENT #: 4276
DATE: 7/31/21 9:33 AM
SOURCE: Email
NAME: Norman Levy

COMMENT:

Owners of property or timeshares in Little Cotton Canyon should not pay a toll to drive in the canyon and their parking should be preserved. **(32.2.4A)**
Norman Levy

COMMENT #: 4277
DATE: 7/31/21 9:51 AM
SOURCE: Website
NAME: Sam Peters

COMMENT:

Make the ski resorts pay for a gondola if they want one so bad. Taxpayers should do not need to support the ski industry in UT. **(32.2.7A)** Also consider the environmental impact of your options both have severe consequences. I much prefer enhanced bus service with no extra bus lane **(32.2.9A)**

COMMENT #: 4278
DATE: 7/31/21 9:59 AM
SOURCE: Website
NAME: Curtis Green

COMMENT:

Build the gondola **(32.2.9D)**

COMMENT #: 4279
DATE: 7/31/21 10:17 AM
SOURCE: Website
NAME: Rich Alley

COMMENT:

Hopefully sanity prevails and you decide on the gondola!! Extra buses??? What is this 1950? Oil and tire companies behind that proposal. Haha. Please gondola. Then please build in the ability to add a connection over to Big C from Alta. And maybe one day with real luck a drop down to AF canyon from snow bird! Clean up our air and traffic!! **(32.2.9D, 32.2.2J, 32.1.5B, 32.7C, and 32.10A)** Do what France and Switzerland did decades ago!!'

COMMENT #: 4280
DATE: 7/31/21 10:36 AM
SOURCE: Website
NAME: Jennifer Cayabyab

COMMENT:

I understand that traffic in LCC and BCC is a major problem. We've lived in Draper just 5 years and have been amazed at the increasing travel times in the ski season months. Something should be done to make travel safe and more expeditious in the canyons. However, I think it is environmentally damaging and financially irresponsible to either invest in a massive gondola with limited uses/accessibility or to widen the LCC road and destroy the surrounding nature even further than we already have. **(32.2.9C, 32.2.9D, 32.13A, and 32.13B)** I frankly think both options are revenue grabs for Alta and Snowbird. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I utilize and love both of these resorts, but I don't like the proposed transportation changes. I believe enhanced bus service (with eco friendly buses) WITHOUT adding an additional bus lane should absolutely be done before either of the other two options are considered. **(32.2.9A and 32.2.6.3F)**

COMMENT #: 4281
DATE: 7/31/21 10:57 AM
SOURCE: Website
NAME: Ryan McLaughlin

COMMENT:

I'm against any plan that allows it to be easier for any car to get up the canyon, unless those vehicles are school busses running low cost ski programs for local kids. **(32.2.4A)** Gondalas are actively fun to take, no person in would ever say with a straight face they'd rather sit in a bus or look for a parking place than go on an awesome gondola. And you can use that year round. **(32.2.9D)**

COMMENT #: 4282
DATE: 7/31/21 11:21 AM
SOURCE: Website
NAME: Adam Smith

COMMENT:

Please, please do not select widening the road. **(32.2.9C)** This will ruin the canyon. I listened to all of the live comments. Unfortunately as Utahns we have to accept that our canyons will be more crowded. Everything is getting more crowded. We have let developers and growth run wild. As such we have to move forward with options to decrease traffic and emissions. Please think future forward. The world is going to look very different in 2050, self driving cars etc. hopefully parking garages etc wont be needed and flow states will be better. **(32.2.6H)** Even still gondola seems like the way to go. Less impactful. Consideration should be given to canyon capacity regardless of the option. Snowbird and Alta are already packed on weekends. Canyon and resort capacity or limits should be imposed. **(32.2.2K and 32.2.2L)** No one wants to ski on a highway or wait in huge lines. **(32.20C)** No one wants to climb, hike in nature with 1,000s of people. We need a gondola for better, reliable and cleaner service, but we also need capacity restrictions. **(32.20B)** I live in Holladay (this was asked to be included by one of the commenters)

COMMENT #: 4283
DATE: 7/31/21 11:28 AM
SOURCE: Website
NAME: Brooke Tanner

COMMENT:

Don't widen the road and do not add a gondola. **(32.2.9C and 32.2.9D)** Both of these changes will ruin the beauty of the canyon. A gondola would be a major eye sore and would commercialize the canyon. **(32.17A and 32.17B)** The best solution is to increase the number of buses that run up and down the canyon. **(32.2.9A)** This would give people the opportunity to ride the bus. Last winter I tried to ride the bus several times but was left at the station because the bus was too full due to a lack of buses. If there are enough buses people will ride the bus. **(32.2.9A)** Additionally, why don't we change the 4 wheel drive vehicle rule and only allow 4 wheel drive vehicles up the canyon in the winter. A majority of time traffic in the canyon is caused by 2 wheel drive vehicles who get stuck going up and down in the canyon. We can't force people to know how to drive in the snow but you can force them to have the right vehicle. **(32.2.2M)**

COMMENT #: 4284
DATE: 7/31/21 11:58 AM
SOURCE: Website
NAME: Jan Kennington

COMMENT:

MOST IMPORTANT COMMENT

This project should be done in stages! **(32.2.6.3D and 32.2.6.5A)**

A medical provider we never give a patient the most impactful interventions first. You do simple behavioral changes first and maybe a safe medication. You don't take them to surgery as the first option. We should not do surgery on the canyon as the first option. As the first option THIS WINTER we should implement 50% improved busing, tolling, no single drivers in cars, tire inspections on powder days and busing ALL employees to the resorts. **(32.2.6.3D and 32.2.6.5A)** Then at the end of the season EVALUATE. If these simple interventions improve traffic conditions we should consider where there are still issues. Would a simple widening plan of the road in specific places improve traffic. ie where there is room to add another lane for passing this could be done with minimal environmental impacts. This could be for passing slow busses/cars. A sign could be placed that a passing lane will be available in 200 yards or something to that effect. **(32.2.2NN)** The next summer snow avalanche sheds should be built. They will need to be built no matter what plan is chosen. So build them early and see what the impact is.

Parking for busing should be spread out over the valley to prevent traffic issues at the mouth of each canyon. I DO NOT SUPPORT ANY BIG PARKING STRUCTURES AT THE MOUTH OF EITHER CANYON. **(32.2.2I)** There should be parking structures but they should be for the employees of the resort and those that live less than 3 miles from the canyons. Many of us RIGHT NOW who live near the canyons are held hostage in our subdivisions that use Wasatch, Ft Union and 90th South to run errands, leave for work on powder days when the canyon is closed for avalanche control. With all the parking structures at the mouth of the canyon all the cars will be WAITING to GET to the parking structures. **(32.2.6.2.1D and 32.7B)** In lines that could reach the exit ramps on I-215 and I-15. No one will be able to GET to the Gondola to ride it due to all the traffic...hence the Gondola will go out of favor as the choice transportation. **(32.2.6.5E)** Ski resorts should start limiting pass sales as a way to reduce the number of skiers trying to get up the canyon. A crowded mountain with too many skiers is a hazard and not a fun experience. **(32.2.2K)**

We should consider a reservation system on peak days (week ends and holidays) so that only so many people can be at the ski resorts at a time. There should be no limit or need to make a reservation for those wishing to pursue non ski resort activities. BUS transportation should be FREE or inexpensive such as \$1 for around trip; this will incentivize riding the bus. We should work toward Electric buses. **(32.2.2K, 32.2.2L, 32.2.4A, and 32.2.6.3F)**

ANYONE listening to the comments in person and on Zoom saw very clearly that 90% of comments were AGAINST building a GONDOLA. I do hope and pray that our comments are taken seriously because if not there could be an uprising of the people of Salt Lake City and County.

COMMENT #: 4285
DATE: 7/31/21 12:09 PM
SOURCE: Email
NAME: Jeffrey Gishen

COMMENT:

The content and presentation of the LCC Draft EIS has shown the hard work, attention to detail, and professionalism of UDOT and other members of the EIS team. It is now meaningful to ask where is the forest among the many trees?

I believe that the forest is the reliability and predictability of transportation times. Asking which alternative averages 10 minutes faster when driving conditions are ideal is not nearly as important as asking how badly do transportation times deteriorate when driving conditions are terrible. I prefer the La Caille Gondola alternative over Bus Service with PPSL primarily because the Gondola travel times will be much less sensitive to bad road conditions. **(32.2.9D)**

In other words, the Bus Service with PPSL alternative would perpetuate the current situation where the LCC road is a single point of failure that affects both public buses and private vehicles. The Peak-Period Shoulder Lane (PPSL) might be able to maintain high speed bus service, if traffic volume were the only problem, but in LCC that is not the only problem. Road closures affect both public buses and private vehicles. Avalanches crossing the road will also affect both. On snowy days, buses and private vehicles are both subject to slide-offs, crashes, and the necessity to slow down. **(32.2.6.3P and 32.7A)**

I can use one of our ski days last season to illustrate this concern. It was a powder day. When we have ideal driving conditions in LCC, we can drive our car to Alta in about 17 minutes. On this particular morning, it took about 25 to 30 minutes, which was no big deal - certainly not enough to wish we had taken the bus. While skiing, we saw announcements for a planned LCC road closure. What ensued was total gridlock in the resort parking lots as everyone tried to leave before the closure. The buses were caught up in this gridlock and would not have been able to get to a PPSL, even if they had one. The travel time to return home was almost 6 hours! **(32.7A)**

It is only a slight exaggeration to say that buses only work well in LCC when you don't need them.

Respectfully,

Jeff Gishen

COMMENT #: 4286
DATE: 7/31/21 12:45 PM
SOURCE: Email
NAME: Jeffrey Gishen

COMMENT:

The analysis of alternatives in the Draft LCC EIS has emphasized asking how transportation times would be affected after the project is complete and, indeed, that is the most important question. As a secondary consideration, however, before choosing a final alternative we should also ask how will transportation times be affected while construction is underway? **(32.4C)**

When comparing the two preferred alternatives, the construction necessary for the Bus Service plus PPSL seems much more likely to cause travel delays in LCC than the construction for the La Caille Gondola. In the case of the Bus Service plus PPSL, the construction in the canyon will be on the road itself, extending almost the full length of the road. In contrast, the necessary construction within the canyon for the La Caille Gondola will be less extensive and would be mostly, or entirely, off the road itself.

Travel delays in LCC are currently bad enough. Either of the preferred alternatives, while under construction, will only add to these delays. Construction for the Bus Service plus PPSL, in particular, has the potential to create major traffic delays, not for months, but for years until it is completed. **(32.4C)**

Respectfully,

Jeff Gishen

COMMENT #: 4287
DATE: 7/31/21 12:56 PM
SOURCE: Website
NAME: Gary Sackett

COMMENT:

All access to the gondola base should be limited to HOV's. Reduce vehicles on Wasatch Blvd. by having all gondola passengers use ENLARGED park 'n ride lots located away from the mouth. All drop-offs need to be at remote bus pick-up points. **(32.2.9T and 32.2.6.5E)** The base of the gondola should be only for transfer from polluting buses to clean gondola. Monster parking MALL at the mouth won't help Wasatch Blvd **(32.2.6.5E)**.

COMMENT #: 4288
DATE: 7/31/21 1:04 PM
SOURCE: Website
NAME: Barbara Anne Bauer

COMMENT:

Please do not ruin the most beautiful boxed in canyon with cable lines and towers for a gondola system!!!(32.2.9D and 32.17A)

COMMENT #: 4289
DATE: 7/31/21 1:11 PM
SOURCE: Website
NAME: Landon Lucy

COMMENT:

I am strongly opposed to both proposed transportation solutions (road widening and gondola). **(32.2.9C and 32.2.7E)** Both of these solutions pander to Snowbird and Alta's greed rather than addressing root causes and solutions of crowding. **(32.1.2D, 32.2.4A, 32.2.7A, 32.7B, and 32.7C)** Not only this, but they are extremely destructive to the environmental integrity of the canyon. As a climber, I would be devastated to see so many boulders destroyed for these projects. These boulders have spiritual value to many people and destroying them would be extremely inconsiderate to a large part of the canyon user population. **(32.4A and 32.4B)** These mountains can only hold so many people. Before we destroy the canyon in attempts to pack people in like sardines maybe we should consider how many people should really be in the canyon on a given day. **(32.20D)** I would much prefer reservation systems for the resorts alongside improved bus service. **(32.2.2K, 32.2.4A, and 32.2.9A)** Please extend the comment period and explore alternative solutions. **(32.29A)**

COMMENT #: 4290
DATE: 7/31/21 2:05 PM
SOURCE: Website
NAME: Richard Whitson

COMMENT:

I much prefer the enhanced bus alternative. I think it would be much more appropriate since buses could stop anywhere (I'm mostly a back-country skier) and there would be much less disruption to the canyon as a whole. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 4291
DATE: 7/31/21 2:12 PM
SOURCE: Website
NAME: Jon Burke

COMMENT:

I support The gondola option 2 from LaCaille as it is the UDOT choice for reliability, this is very important to me for both pleasure and safety reasons. **(32.2.9D)** This option also has a much lower environmental impact which is also important. **(32.12A, 32.13A, and 32.17A)** The upfront cost is a bit more, but everyone knows this \$difference is insignificant when looking at the entire scope of the project. It also has lower annual operating costs. Paying for busses that will have short lives driving up and down the canyon and getting drivers will be very expensive over the decades scope of this project. I have travelled LCC for 40 years, I believe it to be a very special and unique natural phenomenon and we should do everything we can to keep it healthy for future generations and not a big wide road with buses passing every 5 minutes polluting the air with carbon and noise. **(32.10A and 32.11A)**

COMMENT #: 4292
DATE: 7/31/21 2:16 PM
SOURCE: Website
NAME: John Badila

COMMENT:

I do not support either of UDOT's proposed alternatives for improving transportation in Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** As a backcountry skier, a hiker, and a rock climber, I can see unacceptable impacts from either the proposed gondola or road widening. Both options will eliminate roadside parking and result in reduced access to the canyon for dispersed users. **(32.4G)** A capacity study for Little Cottonwood Canyon is needed before any major transportation project is undertaken, and to my knowledge, this has not been done. **(32.20B)**

I do support enhanced bus service with the existing roadway, and I think this would help both dispersed users and resort visitors. **(32.2.9A)** Either of the proposed options, however, would increase the capacity to bring more people to Snowbird and Alta, without considering whether this is an acceptable situation for the canyon environment and other users. **(32.20A, 32.20B, and 32.20C)** I do not support spending public money to essentially subsidize these resorts, increasing the ecological impact of skiing in Little Cottonwood Canyon without any study of the impacts of increased visitation. **(32.20A and 32.20C)** I also ski at Alta, and I still don't support this.

More buses, combined with tolling all vehicles on SR210, would help the current overcrowding without the impact of the proposed alternatives. **(32.2.9A and 32.2.4A)**

As a skier, a climber, and a professional photographer, I urge UDOT to reconsider the proposed alternatives. Increasing the capacity to bring people up this canyon should not be done without consideration for the impact of increased crowding and reduced access for everyone else. **(32.20A, 32.20B, 32.20C, and 32.2.4A)**

COMMENT #: 4293
DATE: 7/31/21 2:20 PM
SOURCE: Email
NAME: Robin Beasley

COMMENT:

Cog railway please (32.2.9F)

COMMENT #: 4294
DATE: 7/31/21 2:56 PM
SOURCE: Website
NAME: Matthew Prince

COMMENT:

The gondola is definitely the preferred option to help with LCC traffic. It would be a sophisticated, elegant, long-term addition to help people enjoy Little Cottonwood Canyon while minimizing the environmental impact. Its environmental footprint should shrink over time as more electricity is generated in the Salt Lake Valley using renewable resources. This compares favorably to buses which, given the per bus capital investment and depreciation schedule, will always lag the grid's environmental improvements. **(32.2.9D)**

COMMENT #: 4295
DATE: 7/31/21 3:20 PM
SOURCE: Website
NAME: Stephen Aldous

COMMENT:

Visual impact is one of the most important aspects of environmental impact. Maintaining a visually pleasing canyon preserves one of the main reasons people want to visit the canyon in the first place. The gondola substantially fails in this regard, in addition to being unacceptably slow for users. **(32.17A)** Enhanced bus service seems preferable, but road widening within LCC also could have substantial negative visual impacts. **(32.17B)** Most preferably, close the canyon to private vehicles during peak or heavy snow days. **(32.2.2B and 32.2.2L)** If this is done, combined with snow sheds and timely snow plowing, it seems even on the worst days the busses should move smoothly up the canyon. Lets not scar the canyon just so skiers can avoid taking the bus at peak periods

COMMENT #: 4296
DATE: 7/31/21 3:31 PM
SOURCE: Website
NAME: Dallin Tew

COMMENT:

Hey udot I appreciate the changes and the updates we are making in Utah to accommodate the growth of both population and riders. Being an avid outdoors fan as well with my family and a lot of friends, we think a system that is similar to Zion's national park bus system would be the smartest. That way we could still bring many more people up the canyon while reducing traffic and still being the most environmentally friendly. It seems to work very well down there and we think it would work great in LCC too **(32.2.2B)**

COMMENT #: 4297
DATE: 7/31/21 4:02 PM
SOURCE: Website
NAME: Mark Schmele

COMMENT:

The current proposed solutions have too high of an environmental impact to be considered viable or worthwhile solutions. The gondola and road expansion both negatively impact every user group besides skiers/snowboarders, which recreate in Little Cottonwood Canyon for less than half of the year. Proposals with this many obvious oversights should not be considered. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4298
DATE: 7/31/21 4:41 PM
SOURCE: Website
NAME: Scott Averett

COMMENT:

Considering this scenario against the expanded dedicated bus route it seems the gondola offers a longer term multigenerational solution for canyon access. Skier experience, environmental impact, safety all seem to be improved in this scenario. The bus route although less expensive, presents additional safety risks for smaller vehicles traveling up the canyon and access/safety attributable to avalanche shutes throughout the canyon. **(32.2.6.3P and 32.7A)** In addition the gondola presents a opportunity for the community to invest in a low carbon transportation solution that is timely and could serves Utah and its visitors for generations to come. **(32.2.9D and 32.10A)** Please consider these alternatives as this decision is made.

COMMENT #: 4399
DATE: 7/31/21 4:43 PM
SOURCE: Website
NAME: Brandt Pearson

COMMENT:

Little Cottonwood Canyon is a relatively short narrow canyon and critical watershed which will never accommodate an infinite number of people. **(32.1.2B and 32.20B)** Why not use a Zion National Park type shuttle and close the canyon to private vehicles during peak demand periods. This would cost almost nothing if ticket prices reflected the cost of running it. **(32.2.2B)** It seems that all proposals on the table are going to spend a lot of money to put too many people into too little space. **(32.20A and 32.20C)** Please don't turn Little Cottonwood Canyon into a Disneyland !**(32.2.9G)**

COMMENT #: 4300
DATE: 7/31/21 9:45 PM
SOURCE: Website
NAME: David Bean

COMMENT:

Fund the gondola we need to define Utah as the ski capital of the world. Putting in a gondola would not only help the environment but help are ski industry. **(32.2.9D)**

COMMENT #: 4301
DATE: 7/31/21 10:00 PM
SOURCE: Website
NAME: Sarah Allen

COMMENT:

Options of gondola and road widening that will forever alter the landscape of the canyon should be a last resort if options of increased transportation don't work first. Offering tolls, canyon permits, busing, and carpool parking lots is my first preferred method. **(32.2.9A and 32.2.4A)** Both the environment and climbing areas are being overlooked in this decision. **(32.4A, 32.4B, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, 32.17B, and 32.29G)**

COMMENT #: 4302
DATE: 8/1/21 6:39 AM
SOURCE: Website
NAME: Denise Bracher

COMMENT:

I would prefer a train going up there (32.2.9F).

COMMENT #: 4303
DATE: 8/1/21 6:59 AM
SOURCE: Website
NAME: Steven Tuckett

COMMENT:

it is about time we got smart and put up a gondola (32.2.9D)

COMMENT #: 4304
DATE: 8/1/21 9:20 AM
SOURCE: Website
NAME: Spencer Harrison

COMMENT:

I'd love to see a way to go to the mountain on pow days **(32.29D)**

COMMENT #: 4305
DATE: 8/1/21 9:35 AM
SOURCE: Website
NAME: Lindsey Wing

COMMENT:

We need a train! It would be a much better solution. (32.2.9F)

COMMENT #: 4306
DATE: 8/1/21 9:56 AM
SOURCE: Website
NAME: Michael Foster

COMMENT:

I am an adult head of household residing in Grand Junction, CO who greatly appreciates UDOT's transportation projects linking my city to SLC and Moab. More and more thanks to UDOT my family visits and recreates more in Utah and SLC than we do in Colorado and Denver. The little Cottonwood Gondola project will improve our ability to drive to SLC and stay and ski at Snowbird and Alta without creating parking demand inside the canyon. I know from experience that the Telluride Gondola has been a resounding transportation success for San Miguel County and I know that the gondola at little cottonwood will have an even greater benefit for the environment. **(32.2.9D)**

COMMENT #: 4307
DATE: 8/1/21 10:23 AM
SOURCE: Website
NAME: Chris West

COMMENT:

I read an article that tried to explain why this project was a bad idea, but throughout the whole time I was reading it, I was thinking "I've driven up and down this canyon on peak days and both these ideas from UDOT sound great!"The articles main point against the projects is that it was using tax money to directly benefit two commercial businesses and would not help other uses of the canyon. I disagree with this point. Though it would directly benefit two businesses, it would additionally benefit anyone else using the road that goes up the canyon as a significant portion of the drivers would opt to take the bus or gondola on this over crowded road leaving much more capacity available for those using the road for these other than Skiing. **(32.1.2D)**

I support either project, but I think the Gondola sounds better. **(32.2.9D)**

COMMENT #: 4308
DATE: 8/1/21 10:28 AM
SOURCE: Website
NAME: William Cruff

COMMENT:

The gondola option seems that it will have the least overall impact on the canyon. Is there an approximate cost to use either the gondola or bus to get to snowbird or alta? **(32.2.9D and 32.2.4A)**

COMMENT #: 4309
DATE: 8/1/21 10:41 AM
SOURCE: Website
NAME: Tim Roberts

COMMENT:

No to the gondola **(32.2.9E)**. It's a taxpayer funded giveaway that only benefits the ski resorts. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)** I'm in favor of expanded bus service and avalanche tunnels protecting the road through slide paths. Bus service could be adaptable and make different stops in summer and winter. It would allow for access to trail heads up and down the canyon. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 4310
DATE: 8/1/21 11:52 AM
SOURCE: Website
NAME: Patricia Medina

COMMENT:

No to busing. no to a gondola. Yes to limiting people/access. (32.2.9G and 32.2.2L)

COMMENT #: 4311
DATE: 8/1/21 11:55 AM
SOURCE: Website
NAME: Brett Hollberg

COMMENT:

I strongly support the gondola alternative. **(32.2.9D)** I provides a second option when there are road closures and traffic issues, and in the long term it will increase in appeal as the roads become more and more crowded. We must have another alternative besides roads! The gondola will also be an enjoyable scenic ride, making it much more attractive than sitting on a bus. **(32.2.9D)**

COMMENT #: 4312
DATE: 8/1/21 12:02 PM
SOURCE: Website
NAME: Brenda Scheer

COMMENT:

The gondola is not a solution. **(32.2.9E)** It has some appeal as a cool thing, but a more economical solution would be to institute a checkpoint that requires every vehicle to carry at least three people during prime hours. Mandatory carpooling. You can pick up a rider at the checkpoint (like a single on the chairlift.) Or take the bus. Or wait till the prime time has passed. **(32.2.2Y and 32.2.4A)**

COMMENT #: 4313
DATE: 8/1/21 12:12 PM
SOURCE: Website
NAME: Peter Hovingh

COMMENT:

The primary value of the Big and Little Cottonwood Canyons is their watershed and water for the urban areas. All schemes that change these values should be tabled. Over the years, these canyons have experienced high recreational usage. Compared to the 1960's when a visitor essentially had the entire canyon for personal use, the present day summer visitor can not find a place to park, and the winter visitor contributes to the traffic density of urban commuter. I have more privacy on our 0.9 urban acres than I can find in the million acres of public. Rather than facilitating the visitor demand, I recommend the National Park programs of limiting visitor numbers as at Zion National Park with a reservation system, river running in the Grand Canyon, or summer access to Albion Basin. I do not like such limitations, but it is preferred over the unshackled demand of the hoards, and as watershed protection. I have noted that even during the week, the summer trailhead parking in Big Cottonwood Canyon has expanded beyond the facilities. **(32.2.2B, 32.2.2K, 32.2.2L, and 32.2.4A)**

The project planning is for the 2019 to 2050 years (WFRC). The cost of the project is 510 to 592 million dollars, for the need to handle heavy winter traffic during the weekends- 2 days a week for four winter months. **(32.1.4D)** Has any consideration occurred concerning climate change- the possibility that skiing and snow will be diminished in 30 years, noting trees now leaf out in April and drop their leaves in November, two months longer season than the 1970's? Will the resorts make snow by solar power, and where will the panels be placed? Will electric buses be able to use these roads? Will the parking lots have car chargers? Of course, planning on paper is the easy part, adapting to on the ground changes will not necessarily follow the plans **(32.2.2E and 32.2.6H)**.

Proposing projects costing millions and billions of dollars is what the State of Utah does best (St George and Bear River water projects, the coal export from the Inland Port facility in Salt Lake City, hospital stays instead of total vaccinations) when viable alternatives cost next to nothing. A 550 million dollar project cost with day a week use (the high traffic days), 18 weeks a season (December through March), and 28 years (planning until 2050 year) for a total of 1008 days use, results in a cost of \$550,000 per use-day, that may include snow sheds blocking the scenic views of the canyon. **(32.1.2B, 32.1.4D, and 32.17C)**

Some two acres of flood plains will be affected by these proposed projects. Although this acreage is small, the flood plains occur in a narrow canyon and are unique within the mountains. As noted this year in Colorado on Interstate 70 and the Zion Narrows, expansive rainfalls are occurring, with increasing severity and flooding. Will expanding the roadway result in dumping fill on the stream roadside- that is, fill the valley? That may also impact the flood plains with a severe local rainfall. Also, it had been determined that CPPD-quinone from automobile tires is responsible for the salmon kills in streams adjacent to roads in Washington State. Fortunately, only people and lawns consume water from the Cottonwood Canyons in Utah. **(32.12A, 32.12B, and 32.14A)**

In summary, I oppose every transportation alternative for Little Cottonwood Canyon. **(32.2.9G)** It is better to find fixes for the high density all-season use of both canyons, including total banning automobiles and having small shuttle buses with regular and frequent all day and year round schedules and with pick up and stops on demand. **(32.2.2B)** I will never again have the outdoor experiences of the 1960- 1970's, but I am grateful that crowds do exist that can experience these natural environments.

Peter Hovingh

COMMENT #: 4314
DATE: 8/1/21 12:20 PM
SOURCE: Website
NAME: Christopher Ghicadus

COMMENT:

First, i think we need to step back and evaluate what we want our experience in the canyon to be. Do we want MORE people crowding each other and diminishing the experience of solitude and unspoiled natural beauty? **(32.1.2B)** Our society is already suffering from too many of us humans. I think we need to implement systems that limit the number of users in the canyon because as more and more people compete for the same LIMITED resource the experience diminishes greatly. I heard of a lottery system that Bridger Bowl in Montana used to limit the number of skiers they allowed at their resort. if you didn't get chosen, you didn't get to ski. I think that we are going to have to introduce systems that are inconvenient and we may not be able to just load up the car and drive up the canyon. We could allow people born in odd numbered years to ski a certain day and even numbered years another. The proposals all seem to implement systems that increase user capacity. I think this is the wrong direction to take on this issue. **(32.1.2B, 32.2.2K, 32.2.2L, 32.2.2.4A, and 32.20B)**

The gondola alternative is very offensive to me in that it would introduce "visual pollution" to our beautiful glacially sculpted canyon. In effect making the canyon a giant amusement park ride! NO NO NO on the gondola!!!!**(32.17A and 32.2.9E)**

I think the obvious solution is to increase bus service and implement a significant toll to drive a private vehicle. This would hopefully discourage people from using their cars and get on board with bus service. **(32.2.9A and 32.2.4B)**. Aalso I think UTA could reintroduce outlying pick up points so everyone wouldn't have to drive to the base of the canyons. **(32.2.2I)** this may be a stretch, but perhaps UTA could redesign ski buses with more seating room to accommodate skiers and snowboarders with all the extra gear we need to take. **(32.2.6.3E)** And of course the ski areas would need to provide more locker storage. **(32.2.3A)** I'm disappointed that the cog rail system didn't even make it to this stage in the discussion. It had the benefit of being able to make stops along the way for backcountry access and climbing access. It had a significantly higher initial cost, but it had the best long term benefits of taking car traffic off the highway. **(32.2.9F and 32.2.6.6A)**

Thank you for listening to all of these opinions, it is great to be involved in our communities future.

COMMENT #: 4315
DATE: 8/1/21 12:42 PM
SOURCE: Website
NAME: Bob Barr

COMMENT:

I suggest a sliding toll, based on number of occupants in a vehicle. Beginning at exorbitant for a single occupant, say \$50.00, to zero for a fully occupied vehicle. And possible ski resort subsidies and preferred parking for the owner (driver) of the fully occupied vehicles. **(32.2.4A and 32.2.2K)** No gondola or road widening expense with even better results. **(32.2.9D and 32.2.9C)** Or limiting access purely to busses with multiple stops, and property owners or service vehicles. **(32.2.2B and 32.2.6.3C)**.

COMMENT #: 4316
DATE: 8/1/21 12:53 PM
SOURCE: Website
NAME: Agnes Greenhall

COMMENT:

The goal to funnel more people up to Alta & Snowbird for winter skiing is unsupportable. **(32.1.2B)** Utah tax payers should not be subsidizing ski resort profits. **(32.2.7A)** There are other ways to move more paying resort customers up the canyon & without the expense & environmental threat to Salt Lake City & county drinking supply. **(32.12A and 32.12B)**

Please discard the “Sophie’s Choice” you have presented (either construction of a gondola for downhill skiers use only or massive construction of additional traffic lanes blasted & paved up the canyon) for consideration of limiting private vehicular traffic up BOTH Big & Little Cottonwood canyons. Options for limiting vehicle traffic could be simply permitting drivers to odd or even days based on license plate numbers. **(32.2.2K)** Or instituting significant tolls for canyon entry (outside of residential, delivery & emergency traffic), with the option of demand pricing for the uphill trip. **(32.2.4A and 32.2.2Y)** AND offering increased number & frequency of busses to the resorts heavily subsidized by resorts. **(32.2.9A)** UDOT’s contribution to this approach would be providing park & ride lots throughout the valley & possibly even discontinuing current lots nearby the canyon mouths. Locations like Fashion Place mall, which generally have customer use/ demand at times different from skier demand could be incentivized to provide parking dispersed in the valley. And hotels could also serve as ski bus stops. **(32.2.2I)**

There would also need to be provisions for dispersed recreation (walking, snowshoeing, skiing) OUTSIDE of ski resorts. Perhaps a pass system like can be purchased for Millcreek & Mueller canyons or select UTA busses that would & could stop at canyon trailheads as well as at resorts. **(32.1.2B and 32.2.6.3C)**.

As a fan of both resort skiing & non-commercial/ non- mechanical winter recreation in these canyons, I fully endorse strategic construction of avalanche mitigation & safety measures. **(32.2.9K)** But the goal of Utah & UDOT should be maximal benefit at minimal expense. My suggestions will certainly anger some users/potential users, especially downhill skiers who are no longer able to use their parked cars as their locker rooms. Or folks who will have to adjust their schedules to public transit timetables. Or drivers who are unfamiliar with toll roads.

Because this comment space is limited to viewing only 3 lines of text at a time, I am challenged this confirm that spelling & grammar are up to snuff. My apologies. Also, my congratulations to UDOT staff who have proved they have the skill to move mountains, but will miss out on being able to use those impressive skills to change Little Cottonwood canyon.

COMMENT #: 4317
DATE: 8/1/21 1:43 PM
SOURCE: Website
NAME: Yandriel Sobrino

COMMENT:

Do not do this. The only thing this is going to do is make more money for the resorts. **(32.29D)**

COMMENT #: 4318
DATE: 8/1/21 2:00 PM
SOURCE: Website
NAME: Chase Hathaway

COMMENT:

Hello, I am an engineer for Boeing and am puzzled as to why the quick look and summary video (used by most people for comparison) does not provide summary data for long term CO2 emissions. I suspect that the gondola performs to a significantly better degree in this regard but the information simply states that all alternatives perform better than Utah's (loose) air quality requirements. In consideration of the final alternative, I would request that UDoT take into great consideration the long term impacts of greenhouse gas emissions as part of the sustainability metric. **(32.10A)**

COMMENT #: 4319
DATE: 8/1/21 2:01 PM
SOURCE: Website
NAME: JoRae Kay

COMMENT:

I do not think taxpayers should be expected to support the ski industry. **(32.2.7A)** That cost should fall to the skiers who use such service which is surely not a majority of our population in Utah. That group is an elite number of people who can afford to ski. Why should we ruin our environmental beauty to please out of state tourists who feed money to the ski industry! Let skiers pay the price of riding buses. The majority of us are not skiers and you should not be held hostage in these choices. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4320
DATE: 8/1/21 2:08 PM
SOURCE: Website
NAME: Emily Taylor

COMMENT:

I am a concerned citizen because I am a skier, hiker, mountain biker and local resident of Little Cottonwood Canyon. I am ADAMANTLY opposed to the widening of Wasatch Boulevard. I drive along the stretch of road everyday, and there is NO need to widen the road to accommodate more vehicular traffic. **(32.1.2B, 32.2.4A, and 32.2.9C)**

As far as Little Cottonwood Canyon, my top priority is to protect the beauty of the environment there, it is not to ensure access for skiers during the winter. I am firmly opposed to both of the proposals-- widening the road & building a gondola, but especially because I view this as being for the benefit of the ski resorts and developers who profit from increased access to the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A better alternative is to impose a fee per vehicle 365 days per year, along with parking restrictions or fees at the resorts. This would incentivize carpooling or busing, and would preserve the canyon by avoiding costly and invasive expansion. **(32.2.2K and 32.2.4A)**

COMMENT #: 4321
DATE: 8/1/21 2:12 PM
SOURCE: Website
NAME: Brent Hansen

COMMENT:

So I have 2 questions. If there isn't enough parking at the base of the gondola lift, will there really be any intention of those to use the life? **(32.2.6.2.1C)**

Second, what is the long term solution with that area? We don't need more tourists. We don't have enough water for them...?"**(32.29D)**

COMMENT #: 4322
DATE: 8/1/21 2:45 PM
SOURCE: Website
NAME: Joseph Taylor

COMMENT:

I have lived in the Salt Lake Valley my entire life. At the age of 9 I learned how to ski at Alta. That was 43 years ago!! Obviously Utah has really grown in population and popularity since then. I am glad UDOT and other organizations, are taking seriously the challenges that this growth and popularity is presenting our canyons, specifically Little Cottonwood Canyon. I live less than one mile from the mouth of the canyon and for over 15 years drove to work via Wasatch Boulevard. The ideas being considered, although innovative, do not solve any long term problems. Wasatch Blvd does not need to be widened. Only rarely is it very backed up or delayed. Widening Wasatch only causes more problems for Little Cottonwood Canyon. **(32.2.6.2.2A)** The effort can not be to get more people up the canyon faster. **(32.1.2B)** The effort must be to limit the number of individual vehicles driving up the canyon. This must be accomplished through tolls. Every single car that drives up Little Cottonwood Canyon needs to pay at least \$10 if not \$20. This needs to be 365 days a year. Maybe some kind of discount could be applied to cars with at least 4 people in them. This would force people to choose how much they really want to go up the canyon. This is the only way to manage the demand placed on our canyons. **(32.2.2Y and 32.2.4A)** Building expanded roads, gondolas, etc only compound the ever serious problem of destroying the beauty of Little Cottonwood Canyon. **(32.17A and 32.17B)** Charging an equal amount to anyone utilizing the canyon is fair, transparent and self-regulating. The money raised from the toll can be used for canyon maintenance and beautification. **(32.2.4A)** Alta and Snowbird are at capacity now. Sending more people up the canyon faster does absolutely nothing to enhance the skiing experience. **(32.20C)** I am a season passholder to Snowbird and have been for years. I hate the backed up traffic on powder days as much as anyone. But making every taxpayer in the state of Utah pay to expand the canyon road for more busses, or add a gondola, simply to get more skiers up the canyon faster is not a fair approach! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Let's make people decide if they really want to pay and extra \$10 or \$20 to get up the canyon. This will absolutely reduce traffic and increase revenue and benefit everyone in the long run. Expensive projects are not going to solve the problems and challenges we are facing. We must impose tolls to those of us who want to utilize the canyons. At the very least why not try it for a couple of years and see what happens. That is a much better approach than spending over \$500 million on a project that may or may not be effective and will forever negatively impact Little Cottonwood Canyon.

COMMENT #: 4323
DATE: 8/1/21 3:25 PM
SOURCE: Website
NAME: Jill Christensen

COMMENT:

I fully support the gondola. **(32.2.9D)** However the ski resorts can only sustain so many skiiers per day. Too many skiiers on any hill is dangerous no matter what resort. There must be put in place a way to monitor how many skiiers are on the hill at any moment. Yes, this means some skiiers must be turned away because the resort is at capacity. **(32.2.2K and 32.20C)**

COMMENT #: 4324
DATE: 8/1/21 3:44 PM
SOURCE: Website
NAME: Trina Sharp

COMMENT:

The gondola option is best because it protects climbing opportunity, doesn't add vehicles to the road, and it will be more energy efficient. **(32.2.9D and 32.18A)**

COMMENT #: 4325
DATE: 8/1/21 4:14 PM
SOURCE: Website
NAME: Rena Eldredge

COMMENT:

The gondola is a FANTASTIC idea/solution! I am all for it please!(32.2.9D)

COMMENT #: 4326
DATE: 8/1/21 4:39 PM
SOURCE: Website
NAME: Jeff Stephenson

COMMENT:

Both options sound great, I wonder what the cost to ride the gondola would be? If it was \$5 or less I would be in favor - Ali think the bus option would work if the regular travel lane had a toll. With out the toll I don't think much changes **(32.2.4A)**

COMMENT #: 4327
DATE: 8/1/21 5:52 PM
SOURCE: Website
NAME: Eddie Garcia

COMMENT:

Great idea. I support (32.29D)

COMMENT #: 4328
DATE: 8/1/21 6:15 PM
SOURCE: Email
NAME: Jim Collinson

COMMENT:

Hello,

My name is Jimmy Collinson. I've been a ski patrolman and avalanche forecaster at Alta and Snowbird the last 42 years. My family and I have lived up the canyon the last 32. This has led to my participating in many highway avalanche rescues at all times of day or night, especially mid canyon, over the years.

I will attempt to paint the picture of a LCC canyon road night time avalanche rescue:

It has been snowing significantly since the evening before. There have been a.m. and p.m. road shoots with small to moderate results. After plowing, the highway opens at say 5 pm, at least to downhill traffic. The red snake commences with many drivers, vehicles, and tires ill prepared for a LCC winter storm. Precipitation intensity and west wind increase. An avalanche hits the lower mid canyon road an hour later, closing the road. Laypeople are now bumper to bumper underneath adjacent slide paths. Most folks do not have the savvy, vehicle, or tire combo good enough to go back uphill when it's raging and the plows are unable to plow in the congestion. When you have an avalanche and the weather continues to rage you may expect more; an avalanche cycle. The bigger mid canyon slide paths are the late runners. That 8 mile road has the highest avalanche hazard index # in North America by far on account of the above scenario.

This is where I really ask you to picture what happens up there in the dark. Down we go in snowcats, hopefully. Cannot hardly see; a whiteout from snowfall intensity and wind meaning increasing hazard. Are folks safer in the relative protection of the vehicle or do they need to risk a move on foot to a safe zone. Tough call eh? Usually you want them to move to a safe zone, depending on the slide path above. One is making people who are in harm's way get out of their warm vehicle and go to a safer place, either up or down canyon, instructing them to run. Most are not prepared for these eventualities. Many have been drinking and are more argumentative than the sober folks. Rescuers spend significant time exposed under avalanche paths in rising hazard, public to a lesser degree. What would happen to someone like me if catastrophe occurs after I demand they leave their vehicle? Would they have been better off in the vehicle? Could someone hold me liable? You would not even see it coming...

These nights have been the most terrifying and out of control times of my life. I'm 64. Yes we need the road in LCC. And yes we need snow sheds exactly as planned. **(32.2.9K)** Snow sheds under the earliest runners will reduce but not eliminate the possibility of a catastrophic event. Sheds give forecasters some wiggle room, another tool, without the road closing itself as it does currently. We want the road open whenever it is safe enough to be, The only way to be 100% sure that an avalanche will not strike the road unexpectedly is to close it after six inches of snow and some wind. This is unacceptable, thus forecasters forecast hazard, and if one is in the game long enough one gets burned. Maybe more than once. We need a fire escape in LCC for other reasons as well. I wished to see a gondola to Summit County through the head of BCC because that's where the tourist amenities are and snow will not be in the future. In lieu of that I am the LCC gondola's biggest fan. The safety it affords is significant and isn't safety UDOT'S middle name? **(32.2.2N)**

The Wasatch has world class skiing with an international airport and third world delivery. In Europe a gondola would have happened so long ago with a train connection to the airport. I am curious why the EIS says the gondola will be moving only 1,050 people an hour when Doppelmayr says the 3S can move 5,500? **(32.2.6.5J)**

We need to move enough people in it to be able to limit the number of vehicles in the canyon.

The current travel times of three or four hours for folks to move 8 miles so many days is ridiculous. We are retiring to a property we developed in Wasatch Resort. The gondola line will be less than 200 feet away. We welcome this new neighbor with open arms and will enjoy the traffic congestion relief in our 'hood. **(32.2.9D)**

Thanks for receiving input and feel free to contact me if I can assist a gondola happening in any way.
Jimmy Collinson

COMMENT #: 4329
DATE: 8/1/21 8:27 PM
SOURCE: Website
NAME: Copper onion Lowder

COMMENT:

This makes sense for locals and tourists (32.29D)

COMMENT #: 4330
DATE: 8/1/21 8:35 PM
SOURCE: Website
NAME: Benjamin Lawrence

COMMENT:

I am writing with what I see as the simplest and most obvious solution, one that we know works because of how it was implemented elsewhere. During peak times in winter (weekends, holidays, storms), LCC should be closed to all users attending the ski resorts, or maybe to all cars in general (excluding workers and homeowners in LCC). A shuttle system should operate, much like in Zion today. This requires no road widening, no gondola, and only adding parking at the gravel pit and additional buses. This forces people to use public transportation, eliminating canyon traffic and reducing pollution. I strongly encourage the consideration of this solution. **(32.2.2B)**

COMMENT #: 4331
DATE: 8/1/21 9:23 PM
SOURCE: Website
NAME: John Jones

COMMENT:

I love the idea! (32.29D)

COMMENT #: 4332
DATE: 8/1/21 9:23 PM
SOURCE: Website
NAME: Richard Hickman

COMMENT:

I completely support this Idea! (32.29D)

COMMENT #: 4333
DATE: 8/1/21 9:38 PM
SOURCE: Website
NAME: Jennifer Baker

COMMENT:

The gondola is not cost effective, and I do not believe mass human behavior will change. This will result in additional tourists riding the gondola but not reduce traffic for skiers, who primarily contribute to winter traffic. **(32.2.4A)** It will also negatively affect the views, environment in LCC. **(32.17A)** It does not help support backcountry users or ice climbers who also recreate in the canyon. I am a strong supporter of a train first or the bus option second **(32.2.9F)**

COMMENT #: 4334
DATE: 8/1/21 10:09 PM
SOURCE: Website
NAME: Marvin Goldstein

COMMENT:

I think the whole approach is wrong. We don't need to figure out how to fit more people into the canyon at any given time. **(32.1.2B)** There should be a limit on the number of persons allowed access into the canyon at any time to allow an uncrowded experience. **(32.2.2K and 32.2.4A)** Sure it won't make more money for the ski resorts but it will make the experience during winter and summer more enjoyable. Buses seem to be the best alternative of those presented although I'd like to see some other alternatives such as a limit to the number of persons allowed into the canyons at any given time of the year. **(32.2.9A and 32.2.2K)**. And an end to the Disneyland type development we're seeing at ski resorts such as Snowbird.

COMMENT #: 4335
DATE: 8/1/21 10:14 PM
SOURCE: Website
NAME: Christopher Call

COMMENT:

I think this is one of many needed solutions. It feels like everyone is taking such a polarized stance for or against this and other solutions. The gondola alone won't solve the issues but it will help with many. More buses and a better road won't solve all the issues. I support the gondola and feel like those opposing are either: 1) protecting what they perceive as lost property value for the million dollar homes at the mouth of the canyon or 2) trying to keep the skiing population down when they don't own nature. I live and grew up in Utah so this is coming from a local. I'd like to see a higher investment from the people owning the resorts and businesses that benefit most from the gondola but overall support it.
(32.2.9D)

COMMENT #: 4336
DATE: 8/2/21 6:08 AM
SOURCE: Website
NAME: Adam Pritchard

COMMENT:

Don't construct either option. Leave the canyon as it is. The canyon has a capacity for how much human traffic and presence can be in the canyon. **(32.2.9G and 32.20B)**

COMMENT #: 4337
DATE: 8/2/21 8:16 AM
SOURCE: Website
NAME: Michelle larsen

COMMENT:

For me who lives there on little cottonwood lane....it is the parking structure and traffic backup on that vulnerable triangle of the mouth. **(32.2.6.5E)** My favorite solution is much like Zions canyon with multiple stops. Using the empty big box stores down 94th as bases/lodges/lockers etc **(32.2.2B)**

COMMENT #: 4338
DATE: 8/2/21 8:58 AM
SOURCE: Website
NAME: Nycha Schlegel

COMMENT:

I strongly prefer the gondola alternative. **(32.2.9D)** I was at Snowbird during the three most recent multi day winter road closures in 2010, 2020, and 2021. Had snow sheds been in place, the road would still have been closed for multiple days. A gondola, on the other hand, would have enabled at least some movement of people and supplies up and down the canyon. **(32.2.6.5H)** Furthermore, a gondola may provide a second means of egress from the canyon in the event of a fire and other emergencies. **(32.1.2B)** Finally, I believe a gondola would provide an additional tourist attraction during the late spring, summer, and fall. I am, however, adamantly opposed to the snow sheds and berms to direct the snow. **(32.2.9J and 32.2.6.5Z)** The negative impact to the beauty and ecology of the canyon would, I believe, be huge and would only modestly reduce the incidence and duration of road closures. **(32.13 E and 32.17C)** The recent installation of runoff areas has already detracted from the natural beauty of the canyon in a substantial way. Snow sheds and berms would, I believe, have a devastating impact.

COMMENT #: 4339
DATE: 8/2/21 9:16 AM
SOURCE: Website
NAME: Erin Cole

COMMENT:

Please, try something less invasive first before landing on a solution that has so many flaws already. Let's widen the road, set a toll, add more buses, increase the park and ride lots. There are so many other options before we ruin the landscape of our beloved Canyon. **(32.2.9B)**

COMMENT #: 4340
DATE: 8/2/21 9:54 AM
SOURCE: Website
NAME: Sam Maritz

COMMENT:

Any of these gigantic construction projects are a terrible idea without trying an enhanced bus service with extra parking lots and no road widening first. **(32.2.9A)** We should build the lots at the base of Big and Little Cottonwood, run busses all season and see what impact that has. **(32.2.9A and 32.2.6.2.1C)** Then, if that proves to not be a long term solution we can widen the road or add a gondola and the lots will already have been built! It makes no sense to begin these huge, expensive, and impactful projects without trying other, simpler solutions first.

COMMENT #: 4341
DATE: 8/2/21 10:07 AM
SOURCE: Website
NAME: Charles Ayers

COMMENT:

I live just north of Big Cottonwood Canyon, and bicycle the area, including LCC, regularly. I also drive west from my house to work, which can be challenging on powder days when traffic backs up on Wasatch, and 6200 S from I-215. The park and ride lot on Wasatch, just below my house, furthers the congestion in the area, which can feel like a parking lot for the ski industry.

I favor the bus option for a variety of reasons, including improving canyon cycling safety. **(32.2.9B)** I do not favor widening Wasatch more than 1 lane, or increasing speed limits on the street. **(32.2.6.2.2A)** I hope the ski industry will bear most of the cost of these developments, and I hope the neighborhood I've been living in for 30 years is not sacrificed for those businesses. **(32.2.7A)**

COMMENT #: 4342
DATE: 8/2/21 10:08 AM
SOURCE: Website
NAME: Max Johnson

COMMENT:

Do it! (32.29D)

COMMENT #: 4341
DATE: 8/2/21 10:32 AM
SOURCE: Website
NAME: Kevin C

COMMENT:

Hi my name is Kevin and I am a resident of Salt Lake County. I disagree with both options presented as they will result in altering the scenic beauty in LCC. **(32.2.9C, 32.2.9E, 32.17A, and 32.17B)** It would also essentially turn Wasatch Boulevard into a highway and be disruptive for the residents that live there. **(32.2.6.2.2A)** An alternative solution would be to simply increase the frequency of bus service to the ski resorts and to increase parking near the bus service. This solution will encourage more people to take public transport, is less disruptive to the two options presented, and will likely cost fewer tax dollars. **(32.2.9A and 32.2.7C)** Thank you for your consideration.

COMMENT #: 4344
DATE: 8/2/21 10:38 AM
SOURCE: Website
NAME: Ron Schroeder

COMMENT:

Amount of cars in Little Cottonwood. SKI SEASON... Just a thought here. Forget about Gondolas, Freeways ,Hotels,shops and fun zones. Just put up an electronic sign at the mouth of Little Cottonwood with the total amount of cars that have filled all parking spots. Then the number of cars leaving Little Cottonwood. That should tell you if you are going to make a trip for nothing and have to come back down. OR if you park illegal there may be a big fine. With the computer technology we have today, you should be able to drive right to the parking spot with no problem. Let's not destroy the mountain side and water shed with high rise Condo's, High density housing, Hotels , Parking lots, Freeways, shops. There is no need for all this. **(32.2.2K, 32.2.2L, 32.2.2Y, and 32.2.4A)**

COMMENT #: 4345
DATE: 8/2/21 11:01 AM
SOURCE: Website
NAME: Diane Schnarr

COMMENT:

I think there are enough skiers for the size of the mountains. Limit skiers. (32.2.2K and 32.2.4A)

COMMENT #: 4346
DATE: 8/2/21 11:12 AM
SOURCE: Website
NAME: Trudy Ross

COMMENT:

Please, please!!!!(32.29D)

COMMENT #: 4347
DATE: 8/2/21 11:13 AM
SOURCE: Website
NAME: Lew Ross

COMMENT:

This seems to be the answer. I am in favor of a gondola. **(32.2.9D)**

COMMENT #: 4348
DATE: 8/2/21 11:20 AM
SOURCE: Website
NAME: Tiffany Gregory

COMMENT:

I would like to see enhanced bus service. **(32.2.9A)** We DO NOT need to add a gondola for 30 days a year high traffic period. **(32.1.4D and 32.2.9D)** LCC is a finite box canyon and a gondola would increase the amount of people in the canyon because of the novelty of a "ride" instead of the intended purpose of shuttling existing human demand during the winter. **(32.1.2B and 32.2.4A)** It is irresponsible that no one did a capacity study when it is clear that increase use only destroys the health of the canyon. The narrative of "growth for the sake of growth" needs to stop in Cottonwood Heights. **(32.20A, 32.20B, and 32.20C)**. A gondola would detract from the beauty of the canyon and the 3 story parking structure at the mouth would be an eyesore. **(32.17A)** We are using public money to put money in the pockets of private enterprise. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
This is an interim problem, give enhanced bus service the opportunity to be successful.

COMMENT #: 4349
DATE: 8/2/21 11:23 AM
SOURCE: Website
NAME: Bob Bonar

COMMENT:

As a long time avalanche control worker, former volunteer for the Salt Lake County/Snowbird Fire Department, and former Snowbird and Alta Ski Lifts employee, I have years of firsthand experiences dealing with North America's most dangerous highway. We dealt with avalanches hitting cars and busses, frequent highway accidents and fatalities, thousands of people being stuck in the canyon for hours or overnight due to an avalanche hitting the highway or simply a car sliding off on the road. We had frequent emergency situations with pregnant women having contractions or heart attack victims stuck in the canyon with no medical care due to a highway closure and its snowing so hard the medical helicopter can't fly. In addition to these serious problems, congestion in the canyon increases every day as the population in the SL Valley continues to increase. The ONLY solution that solves ALL these problems is the gondola. **(32.2.9D)** As a skier, biker, and hiker and as someone who cares about improving air and water quality and the overall environment in the canyon, the gondola is clearly the best option **(32.10A and 32.12A)** . The gondola installation requires only a small amount of ground disturbance and will take cars and busses off the road. **(32.13A)** Adding a 3rd lane in the canyon will require huge ground disturbances and massive retaining walls in areas like the "7 Turns". **(32.13B)** As a former AC worker, the biggest problem I have with the 3rd lane and more busses in the canyon is that this greatly increases the avalanche hazard index on this very dangerous highway by putting additional people in harms way below major avalanche paths. **(32.7A)** For our kids and grandkids, lets fix this public safety nightmare and insure people have safe and reliable transportation up and down the canyon thats done in an environmentally sensitive way! Thanks for allowing me to give my comments on this very important issue, Bob Bonar

COMMENT #: 4350
DATE: 8/2/21 11:24 AM
SOURCE: Website
NAME: Scott Silverstein

COMMENT:

I know I changed my preference for the enhanced road option. My preference is to have an option that would not permit the road to be shut down (i.e. snow sheds). **(32.2.9K)** This way even during avalanche control or slides we could still continue to access the canyon (24/7). I am still unclear if the gondola would require it be shut down during avalanche mitigation? If the gondola is shut down than we would have the same problem we have now where cars are accumulating on the road, idling and causing congestion. **(32.2.6.5H, 32.2.6.5K, and 32.2.6.5Z)** Although it wouldn't be at the canyon it would be at the gravel pit or at 9400 and highland. This could be detrimental to traffic in those areas. If we can keep the canyon open all the time we could have 1st tracks for skiers that decide to enter the canyon early. I still favor a toll booth, limiting cars up the canyon and parking at the gravel pit and highland and 94th so. **(32.2.4A and 32.2.6.2.1C)** Changing culture to get people to take the buses. If the gondola could be open during avalanche mitigation that would be the best option overall. Let me know if the gondola could be open during avalanche control. Than I would favor the gondola option. **(32.2.9D)**

COMMENT #: 4351
DATE: 8/2/21 11:24 AM
SOURCE: Email
NAME: Tiffany Gregory

COMMENT:

To whom it may concern:

I would like to see enhanced bus service. **(32.2.9A)** We DO NOT need to add a gondola for 30 days a year high traffic period. **(32.1.4D and 32.2.9D)** LCC is a finite box canyon and a gondola would increase the amount of people in the canyon because of the novelty of a "ride" instead of the intended purpose of shuttling existing human demand during the winter. **(32.1.2B and 32.2.4A)** It is irresponsible that no one did a capacity study when it is clear that increase use only destroys the health of the canyon. The narrative of "growth for the sake of growth" needs to stop in Cottonwood Heights. **(32.20A, 32.20B, and 32.20C)**. A gondola would detract from the beauty of the canyon and the 3 story parking structure at the mouth would be an eyesore. **(32.17A)** We are using public money to put money in the pockets of private enterprise. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

This is an interim problem so give enhanced bus service the opportunity to be successful.

Sincerely,

Tiffany Gregory
Cottonwood Heights resident

COMMENT #: 4352
DATE: 8/2/21 11:35 AM
SOURCE: Website
NAME: Mandy Schenkemeyer

COMMENT:

The options presented - road expansion or a gondola - will do irreversible harm to our natural environment. **(32.13A and 32.13B)** You must think long-term, not in the mindset of short-term greed. For humans to think they have precedence over nature in order to increase access to ski resorts, is gross, at best. The current issue of traffic and subsequent emissions in the canyon can be solved in other, less harmful, ways.

In the short term, perhaps more skiers would take the already-available buses if this state could get COVID-19 under control via required vaccinations, mask mandates, and politician support for these initiatives. Even as a fully vaccinated person, I'm not eager to cram on to a bus with potentially unvaccinated and irresponsible locals or tourists. **(32.29R)**

In the future, ski resorts can provide incentives for bus-users by increasing parking costs, limiting roadside parking, and offering substantial discounts to those who use the bus. **(32.2.2K and 32.2.4A)** Our ski resorts are not broke; corporations should be held financially responsible for the environmental issues they create. They can reduce individual driving with incentives rather than tax payers covering the costs of the issues created by the resorts. **(32.2.7A)**

SLC is already a outdoor recreation hot spot for tourists. What happens when you degrade the beauty, the resources, the experience they come here for?

COMMENT #: 4353
DATE: 8/2/21 11:43 AM
SOURCE: Website
NAME: Katie Lorentzen

COMMENT:

As a frequent visitor, I fully support the gondola **(32.2.9D)**

COMMENT #: 4354
DATE: 8/2/21 11:44 AM
SOURCE: Website
NAME: Lowell Smoger

COMMENT:

We need to

1. Significantly increase and subsidize bus service **(32.2.4A)**
2. Charge private vehicles a fee like Millcreek Canyon (daily or annually) **(32.2.4A)**
3. CANYON CAPACITY STUDY. WHERE IS IT? **(32.20B)**

COMMENT #: 4355
DATE: 8/2/21 12:08 PM
SOURCE: Website
NAME: Riche Stanley

COMMENT:

For years I have felt that auto travel up the Cottonwood Canyons was the least efficient, least sustainable M.O. Add to this the parking challenges that have become obvious a solution is needed. I encourage all nay sayers who have not openly admitted they want to see less people in lift lines to review the data and what it means to supporting their argument. I support Protect Wild Utah, but humans also require space designated as playground. **(32.29D)**

COMMENT #: 4356
DATE: 8/2/21 12:39 PM
SOURCE: Website
NAME: Amy Antonini

COMMENT:

With the amount of growth around SLC, tourism, and those enjoying LCC, both options are necessary. **(32.2.2W)** There needs to be both more parking and transportation. I also hope that the few ski resorts (who this is mainly benefitting) are having to contribute to the cost of the transportation. **(32.2.7A)**

COMMENT #: 4357
DATE: 8/2/21 1:16 PM
SOURCE: Website
NAME: Rudy Rutemiller

COMMENT:

Hello,

I am a Cottonwood Heights resident. After listening to all of the public comments online (both in-person and virtual hearings), I would like to reiterate often-stated points that I wholeheartedly agree with:

1 -- This entire project only benefits one type of recreator (skier / snowboarder) which is not equitable. It actually harms other users such as rock climbers. **(32.1.2D, 32.2.7A, 32.2.7B, 32.7C, 32.4A, and 32.4B)**

2 -- Extreme traffic exists only a handful of days per year. It does not exist in spring, summer, or fall. We do not need a permanent solution for a temporary problem. **(32.1.2B and 32.1.4D)**

3 -- Alta & Snowbird are the beneficiaries of this project by far. They should be paying 100% of costs. Utah taxpayers should not pay for this project. **(32.1.2D, 32.2.7A, 32.2.7B, 32.7C, 32.4A, and 32.4B)**

4 -- Permanent solutions should not be implemented until all other solutions are implemented. I strongly advocate for a "Zion bus system", for specific times on specific days, and only that bus system at those times. No personal cars allowed at peak times. This solution is the obvious choice for the next 5 years at minimum. Do not reinvent the wheel. **(32.2.2B)**

5 -- If buses are implemented, they need to stop at the white pine trailhead so they can service backcountry users, and hikers in the summer **(32.2.6.3C)**

6 -- Does tolling actually work? Fine to toll the tourists, but locals should not have to pay for canyon usage. Us locals pay via tax dollars already. **(32.2.4A)**

7 -- A capacity study needs to occur before finalizing a solution. The goal should not be to shove an infinite number of people up the canyon. **(32.1.2B and 32.20B)**

8 -- I do not care what Wasatch Blvd changes to, as long as there are protected cycling AND pedestrian lanes which are well landscaped with large tree species. **(32.2.6.2.2A)**

9 -- A gondola is a tourist attraction in and of itself, which of course Alta & Snowbird want to see. It would only increase user traffic. I also do not think the projectors realize rescue operations of gondola evacuation. It is extremely complex, time consuming, and technical. **(32.2.6.5K)**

10 -- Make a bus hub closer to downtown where hotels and nightlife are located. Make it convenient for tourists to use public transit. Don't make them have to rent a car. They will use the car up the canyon if they have to rent one. **(32.2.2I)**

11 -- This project continues to feel rushed and does not seem to be listening to local residents. Do not destroy the canyon for a problem that only exists a handful of days in the winter. **(32.1.4D)** It is possible to improve transit without permanently damaging the ecosystem. It needs to be publicly stated that Alta & Snowbird benefit from this project, and they need to pay for whatever solution is implemented. There is obvious lobbying happening. **(32.1.2D, 32.2.7A, 32.2.7B, and 32.7C)**

COMMENT #: 4358
DATE: 8/2/21 1:25 PM
SOURCE: Website
NAME: Viplendra Shakya

COMMENT:

Hello I am a resident of Salt Lake City. I am gravely concerned about the UDOT preferred alternatives as both may harm our environment, pollute our water. **(32.12A, 32.12B, 32.13A, and 32.13B)** A better solution that will minimize impact on the environment and our communities would be to improve the current system we have. To increase the bus service by providing more parking at mobility hubs throughout the salt lake valley and have direct bus lines from these hubs to the ski resorts. **(32.2.2I)** These solutions should also involve tolling of the canyon, and this toll in conjunction of having an easy to use transit solution will incentivize people to use the system. **(32.2.4A)** These busses could also be used to transport people throughout the valley to work and such. The repercussions for this not working are virtually zero because the infrastructure could be used to improve public transit throughout the valley and LCC would not be permanently changed an potentially damaged. I strongly suggest that UDOTs to consider doing intermediate measures before costly (both financially and environmentally) plans are put into action. **(32.29R)**

COMMENT #: 4359
DATE: 8/2/21 1:27 PM
SOURCE: Website
NAME: Jonathan Vowles

COMMENT:

Not only is a gondola the better option over an archaic bus system, but it would be an attraction in itself that would create more revenue and tourism just to go ride it. I would take every visitor up it and probably go up it every weekend myself anytime of the year. **(32.2.9D)**

COMMENT #: 4360
DATE: 8/2/21 2:55 PM
SOURCE: Website
NAME: Kathi Goodfellow

COMMENT:

To all it may concern,
I am a Utahn, born, raised, and now retired. I also grew up skiing from junior high and beyond. I raised my three daughters skiing since they were three years old. But, I have a big concern when taxpayer money will be supporting the two considered projects to get "skiers" up the canyon faster. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.7C)** The gondola idea is a ridiculous scenario at a very costly price. The better of the two options being the bus lane. However, what amount of this project is being funded by Alta Ski Resort or Snowbird? It is all for their gain. The resorts should be financing whatever is done to get more skiers up the canyon. Not the taxpayers. **(32.2.7A)**

If the resorts are not financing the expansion, then nothing should be done at all. **(32.2.9G)** Those that choose to ski/snowboard will keep the crowds limited to the capacity of the parking lots and the time spent on the road by their own decisions to stay away or endure the totality of what it means to ski in 2021. **(32.1.2B)**. Added into this decision is now the drought and climate change. Snow in the future will be different with no guarantee that it will be as it has been and there is a good possibility that skiing in Utah will disappear. **(32.2.2E)**

The ski resorts will need to figure out what their industry will do. It really makes no sense for taxpayer monies to be involved at all. Given all these uncertainties, bus lanes and gondolas make no sense at all. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.7C)**

COMMENT #: 4361
DATE: 8/2/21 4:22 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

I don't think the road is a problem at all. It is a limiting factor in a place that is overcrowded occasionally, but on most average days 210 serves us perfectly. **(32.1.4D)** You know what? ...rush hours suck! ...and are worse when it snows. This is the case everywhere, LCC isn't special. Don't like it? ...stay home or leave early/late like everyone else who is avoiding rush hour.

There are lots of roads/streets/highways in Salt Lake County that have a "rush hour" every single day, not just a couple dozen times a year. Why aren't we throwing \$500,000,000+ at those "problems? **(32.1.2B)** For that money we could add 2 lanes to I-15 along the entire Wasatch front and serve many, many thousands (even millions) more people every day!

Unfortunately, the powers that be are insistent that "something" be done in LLC. The proposals call for at a minimum banning roadside parking all over the canyon even if they do nothing else at all. This will really screw things up for all the climbers, hikers, sightseers, skiers, bikers, etc. basically anyone not at the resorts. **(32.2.6.2.4A)** It almost seems that no matter what they are trying to make it so that snowbird/Alta rule the canyon and everything that goes on in it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.7C)**

COMMENT #: 4362
DATE: 8/2/21 4:36 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

Why doesn't Snowbird-Alta solve the "rush hour" problems they have created simply by extending their operating hours. I'm not talking about night skiing.... There are many more daylight hours than 9-4 that guests could ski. There are 12 hours of usable daylight in the winter solstice and it only goes up from there. Give people more available hours to ski and let the crowds spread out across the whole day instead of trying to cram it all in during "bankers hours". **(32.2.2K)**

COMMENT #: 4363
DATE: 8/2/21 4:43 PM
SOURCE: Website
NAME: Ray Kkukoske

COMMENT:

Does the gondola get shut down for lightning? Lightning storms often shut down the ski lifts and therefore the ski resort. How does one get home when they have to ride a ski lift to get out of the canyon but it's closed because of lightning anywhere in the canyon OR the valley? How do you keep people safe when they're already on the gondola and lightning starts and they are stuck on the 40 minute ride in the "electrocution box"? **(32.2.6.5K)**

COMMENT #: 4364
DATE: 8/2/21 6:24 PM
SOURCE: Website
NAME: Jennifer LaFountain

COMMENT:

As an avid recreationalist in the Wasatch Mountains, I strongly OPPOSE the planned transportation initiatives, including the widening of SR 210, destroying world class bouldering areas, AND ESPECIALLY the proposed Gondala up Little Cottonwood Canyon. (32.2.9C, 32.2.9E, 32.4A, and 32.4B) Both serve no purpose other than to take skiers up to the resorts, and I believe my taxpayer money should not be fueling this endeavor. **(32.1.2B, 32.1.2D, 32.2.7A, 32.2.7B, and 32.7C)** I am ALL FOR using taxpayer money to provide increased public transportation up the canyon, provided that that transportation serves the diverse needs of the community (ie. by running throughout the year, stopping at multiple popular trailheads, etc.). **(32.1.2D and 32.2.6.3C)** I believe the best way to mitigate the traffic on SR 210 is to both incentivize public transit (ie. providing adequate bus transport which will stop at popular backcountry and/or hiking/climbing destinations), and de-incentivizing cars up the road (ie. tolling, which would provide funding for public transit). This project is very obviously serving the needs of elite few at the expense of many. **(32.2.9A and 32.2.4A)**

COMMENT #: 4365
DATE: 8/2/21 10:02 PM
SOURCE: Website
NAME: Kenny Watkins

COMMENT:

Yes I'm all for the Gondola in LCC! Huge time saver huge traffic and pollution reduction!
It makes perfect sense! Yes yes yes!! **(32.2.9D)**

COMMENT #: 4366
DATE: 8/3/21 6:09 AM
SOURCE: Website
NAME: David O'Shura

COMMENT:

This is a short sighted solution for a long term problem and UDOT and UTA are at the head of this with a bunch of greedy hands in the pot. How many times does the wind blow when a storm comes in, 90% of the time? How often is a gondola on hold at a resort due to wind, 60% of the time? **(32.2.6.5K)** How many other attractions are within the canyon that people do not have access to because the gondola only gives access to ski resorts, 100+? **(32.1.2B, 32.1.2D, 32.2.7A, 32.4G, 32.2.7B, and 32.7C)** Ski Rates have doubled in the last 10 yrs while popularity has tripled and these businesses are getting catered to when they spend zero money on infrastructure? **(32.2.7A)** You say the gondola is a 50yr plan? How long have trains operated in Europe mountains, well over 50 years... Utah does not understand the philosophy of doing it once and doing it right. I vote no for a gondola and I vote Yes for a train. **(32.2.9E and 32.2.9F)** Avalanches? Put the tracks slope side with a cement roof, plenty to see on the south side of the canyon.

COMMENT #: 4367
DATE: 8/3/21 9:27 AM
SOURCE: Website
NAME: William Holdsworth

COMMENT:

I Support the Gondola, and think it is a far superior way to transport skiers up the canyon. I do however think it is necessary that all skiers be required to use the gondola, as there will undoubtedly be users who think "oh, the road doesnt have traffic because of the Gondola, so I am just gonna drive my car anyways." **(32.2.9D and 32.2.4A)**

COMMENT #: 4368
DATE: 8/3/21 9:50 AM
SOURCE: Website
NAME: Brandon Wilkey

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Brandon Wilkey
South Jordan, UT

COMMENT #: 4369
DATE: 7/3/21 5:15 PM
SOURCE: Email
NAME: Jon Carling

COMMENT:

How can I help increase support for this project from out of state? **(32.29D)**

COMMENT #: 4370
DATE: 7/9/21 10:55 AM
SOURCE: Email
NAME: Aaron Dekeyzer

COMMENT:

Hello Carlos, Terri, & Josh,

I am writing to urge you to please change the current LCC EIS public comment form to include a required zip code field. **(32.29P)**

In a meeting with Josh, Ellen & I expressed our (amongst many others) frustration that UDOT did not collect zip code information in the previous public comment. Josh was receptive to our sentiment and said he would work to address our concern in the future. **(32.29P)**

It is completely unfair to local residents that we are left in the dark about where these comments are coming from, and it demonstrates a bias that is at odds with the public interest and the value of transparency. **(32.29P and 32.2.9N)**

If you decide not to change it, please let me know the reason for not collecting this data. **(32.29P)**

I have urged our SNP members and others to include their zip code in the comment field so we have some idea of who thinks what.

Best Regards,

Aaron Dekeyzer
Co-Director SaveNotPave

COMMENT #: 4371
DATE: 7/9/21 11:11 AM
SOURCE: Email
NAME: Gay Lynn Bennion

COMMENT:

Hello Carlos, Terri and Josh,

I appreciate the work all of you are coordinating in determining the best transportation alternatives for Little Cottonwood Canyon.

I also appreciate the efforts of the Central Wasatch Commission and the Pillars for Transportation Solutions they have issued. The CWC Pillars top priorities address visitor use capacity and watershed protection. All of us who live in this area, depend upon the canyons' watershed, and enjoy recreation year-round in the Central Wasatch Mountains know that these two issues are key to determining the best solution. **(32.20B, 32.12A, and 32.12B)** Comments from local residents should be noted and given serious consideration. To this end, I request that zip codes be collected in the LCC EIS comments. **(32.29P)**

Kind regards,

Rep. Bennion

COMMENT #: 4372
DATE: 7/13/21 10:49 PM
SOURCE: Email
NAME: Larry Drake

COMMENT:

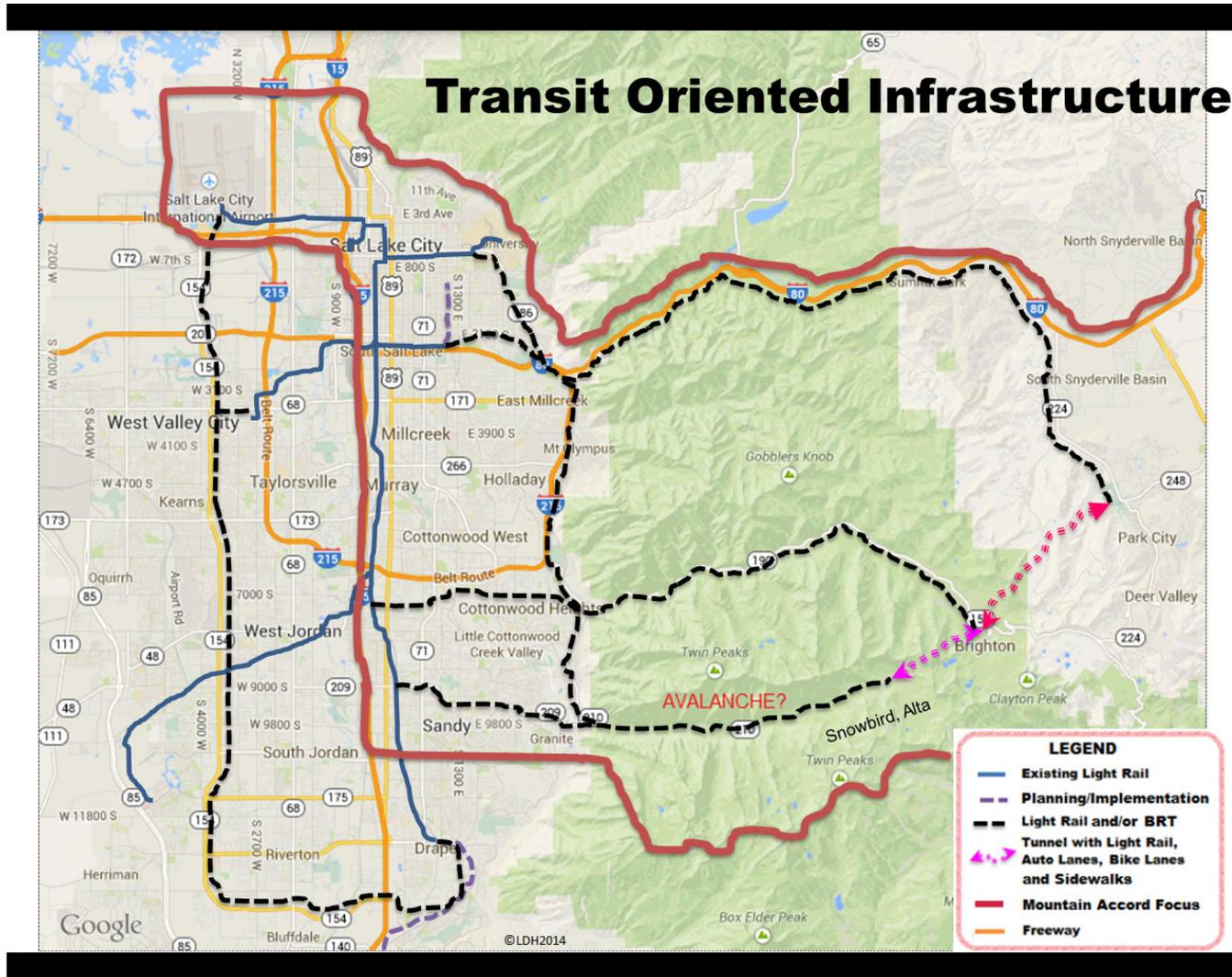
Hello,

My apologies for being absent from the meeting yesterday. The attached map is an idealized scenario that I believe requires attention and consideration, although being far from exact. This piece of thought is a furtherment of an original proposal entitled "Wasatch Ski and Summer Resort," that was broadly submitted by myself in 2011, that seems to have been accepted and manipulated into "One Wasatch." This map focuses on transportation and transit options, not including ski lifts for viewshed and backcountry sake. (32.2.2I, 32.2.2N and 32.2.2Q)

Let the conversation begin to continue,

Larry Hansen

Note – this email included the below attachment.



COMMENT #: 4373
DATE: 7/23/21 11:19 AM
SOURCE: Email
NAME: Emanuel Vasquez

COMMENT:

Dear Project Manager,

I am currently taking a look at the preferred alternatives of the DEIS and would like to gain access to the Peak Period Should Lane GIS layer. I am using ArcGIS Online and was wondering if you could provide me with the URL to the PPSL layer. I can see that the layer has been already made available to the public through one of the interactive maps displayed on the DEIS website (see screenshot below). However, I would like to be able to overlay the PPSL layer onto biological data in order to better understand this proposal. **(32.29X)**

COMMENT #: 4374
DATE: 7/31/21 2:20 PM
SOURCE: Email
NAME: Robin Beasley

COMMENT:

Cog railway please (32.2.9F)

COMMENT #: 4375
DATE: 8/1/21 12:33 AM
SOURCE: Email
NAME: Preston Anderson

COMMENT:

Hello, i'm writing a research paper on how to fix the congestion in the canyon of Little Cottonwood, just wondering, why does it matter if it's fixed or not? Does it take away the number of accidents that occur, carbon footprint lessens, or what exactly will fixing this problem do for us? **(32.1.2B)**

Sincerely, Preston Anderson

COMMENT #: 4376
DATE: 8/3/21 10:06 AM
SOURCE: Website
NAME: Greg Taylor

COMMENT:

The area of proposed change is one of the most widely used by local and visiting cyclists, hikers and other recreational users. The buses and cars already traveling on this route are dangerous as they travel at high speeds. I do not support adding additional buses, nor do I support widening Wasatch Blvd. **(32.2.9G)** The solution must focus primarily on safety for non-vehicle users both in the area between the canyons and in Little Cottonwood Canyon. I support reduced speed limits on Wasatch Blvd. and dedicated, protected bike/pedestrian lanes on Wasatch Blvd. and S.R.210. **(32.2.6.2.2A and 32.9B)**

COMMENT #: 4377
DATE: 8/3/21 10:07 AM
SOURCE: Website
NAME: Aaron Erickson

COMMENT:

There is absolutely no way gondola towers contribute to the scenic beauty and the environmental majesty that is Little Cottonwood Canyon. **(32.17A)** Not to mention disturbing a Canyon that many people and wildlife find refuge and relaxation in. **(32.13A)** Having gondola cables and gondola towers is such an anathema to everything that Little Cottonwood Canyon stands for. **(32.17A)** The ski industry in Utah has created a monster with their shared passes, i.e., ikon. Utah should in no way reward this type of behavior with tax dollars. **(32.2.7A)**

COMMENT #: 4378
DATE: 8/3/21 10:20 AM
SOURCE: Website
NAME: Matt DeVico

COMMENT:

I would like the lacille lift project to happen. (32.2.9D)

COMMENT #: 4379
DATE: 8/3/21 10:31 AM
SOURCE: Website
NAME: Bryan Groll

COMMENT:

The gondola option for LCC is a good idea. However, I strongly believe that it should be paid for by Alta/Snowbird and not UDOT. **(32.2.9D and 32.2.7A)**

COMMENT #: 4380
DATE: 8/3/21 10:49 AM
SOURCE: Website
NAME: James King

COMMENT:

I believe that a half-billion dollars could be better spent on improving U.S. 6. Do not widen the road. **(32.29C)** No gondola. **(32.2.9E)** If the ski resorts want more skiers, let them pay for it, but basically the canyon should not be changed. **(32.2.7A)** It's too bad if a few thousand skiers have to sit at home. But a tunnel to Brighton could be considered. **(32.2.2Q)**

COMMENT #: 4381
DATE: 8/3/21 11:50 AM
SOURCE: Website
NAME: Steve Mecham

COMMENT:

Dear Sir or Madam,

I am writing regarding the Draft Environmental Impact Statement (DEIS) for Little Cottonwood Canyon and Wasatch Boulevard. I value the canyon for its wildness and beauty. I visit the canyon mostly for hiking. I hope that the “carrying capacity” of the canyon is considered before we plan new ways to “shove” more people up the canyon on a regular basis. **(32.20B)**

Expanding the road will negatively impact the 1,200 plant and animal species that rely on this area for their ecosystem. We need to make sure this process doesn’t negatively impact the flora and fauna in the canyon. **(32.13A and 32.13B)**

Although not one of your preferred alternatives, I believe the Enhanced Bus with no additional roadway capacity is the best option. Here’s why:

1. Lowest environmental impact to the canyon environment. No widening of the road and no large towers blocking spectacular views.
2. It’s the lowest capital cost plan. **(32.2.9A)**

However, I believe other steps must be taken to make this option viable.

1. Put a toll on travel in Little Cottonwood Canyon (Big Cottonwood also). This would be similar to the existing system in place at Millcreek Canyon. Make the toll high enough to encourage taking the bus. The funds generated could partially fund the new bus/shuttle system. **(32.2.4A)**
2. Until a better mass transit plan is developed in the Salt Lake Valley, develop a parking solution at the mouth of Little Cottonwood Canyon or near La Caille, to make it easy to leave your car and ride the bus. **(32.2.6.2.1C)**
3. Have direct/express busses that service Alta and Snowbird, separate busses for each resort (have the resorts fund all or part of the bus system). Frequency as needed by time of day and season. Have a third bus option that stops at trailheads and other existing pullouts. Again, frequency as needed by time of day and season. **(32.2.6.3C, 32.2.6.3G, and 32.2.6.3K)**

Having visited Zion National Park this spring and using their shuttle system, it is clear to me that a bus/shuttle system is the best option for both Little and Big Cottonwood Canyons. The Gondola option though very “sexy” is not as practical for all canyon users since it would not service trailheads and would be very sparingly used other than on winter, weekend, snow days. A bus/shuttle system could serve everyone. Plus, we could see if in fact canyon users would move to mass transit options or they just stay in their cars and pay more and wait longer. **(32.2.2B)**

Thank you for the work you do in managing the state transportation system. I hope you continue to move towards other alternatives rather than just more and wider roads. We must develop a better mass transit system if we are to survive in this area in a sustainable manner.

Sincerely,
Steve Mecham
Millcreek, UT

COMMENT #: 4382
DATE: 8/3/21 12:12 PM
SOURCE: Website
NAME: Russell Mower

COMMENT:

I am against the proposed gondola. **(32.2.9E)** It invites high density living at the mouth of the canyon which I oppose. **(32.20H)** We don't need to further line the pockets of ski resort owners at the expense of our neighborhoods. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4383
DATE: 8/3/21 12:21 PM
SOURCE: Website
NAME: Peter Underlin

COMMENT:

If option A is chosen a sound wall needs to be constructed from 2300 East to Mt Jordan road on 9400 South /Little Cottonwood Rd. The existing wall is falling down and the sound from traffic currently radiates to the home south of Little Cottonwood Rd. **(32.11H)**

COMMENT #: 4384
DATE: 8/3/21 12:28 PM
SOURCE: Website
NAME: Theresa Heinrich

COMMENT:

Hi just wanting to know more about tolling. On my Nextdoor group people want to know how it will work. Some say it will start at entry 1 at Snowbird. Just wanted clarification. Maybe UDOT hasn't decided about the toll yet? **(32.2.4A)**

COMMENT #: 4385
DATE: 8/3/21 12:35 PM
SOURCE: Website
NAME: George Hatch

COMMENT:

I do not think UDOT should fund any improvement in transportation to Alta Ski Area until they allow all winter sport participants to pay to use their equipment. Alta discriminates against snowboarders (their website states: Alta Ski Area is for skiers and restricts the use of equipment other than skis for anyone who wants to ride the lifts and ski the mountain or play around the base areas), I do not want to support a business via my tax dollars that prohibits certain segments of the population from using their equipment. Let Alta pay for their own transportation improvements until they change their elitist attitude and discrimination against others. End the improvements at Snowbird (whatever they decide on whether gondola or road expansion). I do not support nor approve of any of my tax dollars supporting a private business that discriminates and creates divisiveness in our community. **(32.29I)**

COMMENT #: 4386
DATE: 8/3/21 12:56 PM
SOURCE: Website
NAME: Richard Hemigway

COMMENT:

The best alternative is definitely Trax from the Kennecott area, up 9000 South/9400 South, to Alta. Going up the canyon might be seasonal and going West from the main Trax line might also be seasonal. **(32.2.2I)**

COMMENT #: 4387
DATE: 8/3/21 12:58 PM
SOURCE: Website
NAME: Kenneth Byron

COMMENT:

Please do not do this. Let my tax dollars go to something meaningful rather than into the back pockets of Snowbird and Alta. **(32.2.9G and 32.2.7A)**

COMMENT #: 4388
DATE: 8/3/21 1:18 PM
SOURCE: Website
NAME: Victoria Gorman

COMMENT:

I say go for the gondola but widen the bus route and add more buses and parking FIRST!(**32.2.9D**, **32.2.9B**, and **32.2.2W**)

COMMENT #: 4389
DATE: 8/3/21 1:50 PM
SOURCE: Website
NAME: Dan Kemp

COMMENT:

I didn't see the cost difference but I'm sure the Gondola option is a huge cost compared to the widened road. **(32.2.7C)** I prefer the increased bus service. **(32.2.9A)**

COMMENT #: 4390
DATE: 8/3/21 2:19 PM
SOURCE: Website
NAME: Andrew Skypeck

COMMENT:

Nothing has been said about the plan for access and parking at the base of the gondola. **(32.2.6.5E)** That said, I am for it. There also needs to be rail access to Park City, Canyons, and Deer Valley. We also need a new ski area in Mill Creek Canyon. **(32.2.29D, 32.2.2N, and 32.2.2V)**

COMMENT #: 4391
DATE: 8/3/21 2:32 PM
SOURCE: Email
NAME: Julie Anzelmo

COMMENT:

Yes to increased bus service, **(32.2.9A)** No to a Gondola. **(32.2.9E)** And please, no addition of paved lanes in Little Cottonwood Canyon!!**(32.2.9C)**

We are a family of 4 who have been weekend Alta skiers for the past 14 years. We ski about 12-15 times in a season. We always drive our own car.

We live in Salt Lake City and take I-215 , exiting at 6200 S to access Little Cottonwood Canyon. We have witnessed serious road backups on a few occasions, but not often. Road backups beyond the 210 / Wasatch Dr turnoff to La Caille have numbered less than 5 times for us in the 14 years we have been regular skiers. Through the years, we have learned some things: we must leave home early if we want to ski on a weekend morning (but can easily park if we go up in the afternoons). We know the worst backups happen if the canyon has been closed for avalanche control, making it impossible for traffic to proceed until late in the morning. If we could catch a ski bus from within Salt Lake City, we would gladly ride the bus, now that our children can carry their own gear. **(32.7A and 32.2.2I)**

A couple of recent improvements seem to have helped traffic flow.

1) parking forecasts on the Alta website, indicating the approximate time of the lot filling. This year, due to the COVID pandemic, they tried to limit visitation by parking cars much farther apart than normal. Even with a decreased number of spaces, on many days the lots never filled or were only full from about 10 am to noon **(32.1.4D)**.

2) the extra length of the merge lane where rt 209 and rt 210 meet has significantly helped in moving traffic along.

3) Enhanced bus service

It has always been, and will always be the case, that the canyon roads do not have the capacity to handle everyone who wants to ski on a “good” powder day. Limited parking at the resorts has acted as a way to prevent overcrowding on the slopes, and knowing that traffic will be difficult, many people choose to wait until the next day to ski. An endless stream of skiers arriving by gondola would result in a deteriorated experience on the chairlifts, slopes, and in restaurants. **(32.20C)** There are many other examples of demand exceeding supply (try eating at the Red Iguana on a weekend), but rarely is there such a demand for public infrastructure to be created to increase capacity to benefit a private entity. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The serious inconvenience of backed-up traffic and full parking lots only occurs a few days each season. **(32.1.2B and 32.1.4D)** Thanks to a shrinking Great Salt Lake, conditions in the future may be shortened seasons and fewer open runs. The snow at Alta during 2020-21 didn't cover the rocks on the main runs until mid-January. **(32.2.2E)** So why build a gondola, when on most days, the parking lots don't even fill up? **(32.1.2B and 32.1.4D)**

The installation of a gondola in LCC is unnecessary. Yes, there should be more enforcement against ski traffic blocking the roads, so that people who live in nearby neighborhoods can go about their business on powder days. **(32.7B)** But if there is space to develop a large parking lot for gondola patrons, why don't we skip the gondola and instead create a “wait lot”, such as they have at the airport, allowing cars to proceed once the traffic up-canyon is moving? **(32.2.2000 Or make it a bus shuttle lot. (32.2.6.2.1C)** The number of times traffic is backed up into neighborhoods can be counted on one hand during a typical ski season. **(32.1.2B)** The backups last for two hours or less. A gondola would

severely and permanently disrupt the natural environment, and will do damage to our fragile watershed. It will not be beautiful. **(32.12A, 32.13B, and 32.17A)** Gondola cars would be empty or underused 99.5% of the days each year. **(32.2.4A)** It is not worth the environmental, financial, and aesthetic losses in order for skiers to avoid a few days of bad traffic. **(32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** Expand bus service: maybe try running some buses in summer for hikers, climbers, and sightseers, to get people exposed to the convenience of public transit. **(32.2.6.3C)** Let's try the least disruptive solutions first and see how that goes, before deciding to further disfigure our treasured canyon with 8 miles of gondola towers.

Thank you for taking public input on this issue.

Sincerely,
Julie Anzelmo

COMMENT #: 4392
DATE: 8/3/21 2:48 PM
SOURCE: Website
NAME: Esty Steffen

COMMENT:

The ski resorts cannot handle any more crowds as is. Putting in a gondola would allow unlimited amounts of people in the canyons causing extreme crowding, and thus ruining the ski/snowboarding experience. **(32.2.4A and 32.20C)**

COMMENT #: 4393
DATE: 8/3/21 3:29 PM
SOURCE: Website
NAME: Matt Kirchner

COMMENT:

At the end of the day, an extra lane both ways would be the solution. **(32.2.2P)** But, there doesn't seem to be room for that. Secondly, the issue is usually the driver (s). One person drives 5mph up or down. When the passing lane comes, they speed up to the speed limit.... So, that's not solve-able without an extra lane.

I'd say I'm for the gondola simply because it's the "best" solution. **(32.2.9D)**

However, the issue that will immediately arise is the crowds at Alta/Snowbird. The population is only growing and the last 5 years have been an absolute disaster with lines at lifts. So, I'm against it if nothing is put into place by the resorts to alleviate the lines. **(32.20C)** (And I'm not just talking about last season that obviously had implications on lines because of covid).

The resorts are going to benefit greatly from this. There should be some expectations on their end with parking and lines too."**(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4394
DATE: 8/3/21 4:47 PM
SOURCE: Website
NAME: Mark Brown

COMMENT:

I like it! (32.29D)

COMMENT #: 4395
DATE: 8/3/21 4:51 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

Why should Utah taxpayers be responsible for providing parking lots for Snowbird-Alta? They are for-profit, private businesses that have outgrown the parking they currently have. They alone should be responsible for providing a solution to their parking problem.... not the general public. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. Or are we going to make it a practice to subsidize every business in Utah that poorly utilizes its resources? I'd like to point out the snowbird owns/owned a large piece of property adjacent to the big cottonwood 7-11. It's currently being developed into condos. Why didn't snowbird offer that property up for parking garages that would serve their ski resort? Instead the taxpayers are going to buy and build on the gravel pit which is even farther away??? Make Snowbird-Alta take responsibility for their own needs! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

COMMENT #: 4396
DATE: 8/3/21 4:54 PM
SOURCE: Website
NAME: Abigail Ward

COMMENT:

The gondola is a terrible idea. It'll take longer to get up the canyon and go skiing than if you just drive up. **(32.2.9E and 32.2.4A)**. What I favor is this plan to just do like a \$500 pass to use the canyon for a year. That will cut down on traffic quite a bit; more people will carpool, and then people can stop to hike or something. It's not a one-stop ride like the gondola would be. (3.2.4A)

COMMENT #: 4397
DATE: 8/3/21 4:55 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

The proposed gondola doesn't address emergency egress as advertised. Please realize that most canyon road closures are from 10pm to 8am. A gondola that runs 7am-7pm doesn't help these situations at all. **(32.2.4A, 32.2.6.5Z, 32.7B, and 32.7C)**

COMMENT #: 4398
DATE: 8/3/21 4:59 PM
SOURCE: Website
NAME: Abigail Ward

COMMENT:

Not only would it be much easier to just charge people for the year, but it could be almost immediate-- you don't need to build a giant, expensive, cumbersome gondola, you just set up a pay booth. You could also offer day passes if someone really wants to ski once, for like \$30. Just because the Swiss did something doesn't mean we need to copy them. **(32.2.2Y and 32.2.4A)**

COMMENT #: 4399
DATE: 8/3/21 5:06 PM
SOURCE: Website
NAME: Ray Klukoske

COMMENT:

How will actual emergency egress on the gondola work when the canyon road is closed? I'm talking about real emergencies here with critical care patients. Will there be a special "ambulance cabin"? Do you just send patients on the 40 minute ride and hope they're still alive when the doors open at the bottom? Would you want to have to dangle in a gondola for 40 minutes and load/unload multiple times on the way to a hospital if you were near death? Will the gondola be staffed 24/7 so that it can be started up and run in the middle of the night if needed? These things all need to be addressed. **(32.2.6.5H and 32.2.6.5K).**

COMMENT #: 4400
DATE: 8/3/21 6:00 PM
SOURCE: Website
NAME: John Savage

COMMENT:

I support the gondola system. An updated bus and wider roads are not helpful. I skied 50 days up the canyons last season, I would never consider riding the bus. I would absolutely ride the gondola.
(32.2.6.5D)

COMMENT #: 4401
DATE: 8/3/21 6:20 PM
SOURCE: Website
NAME: Jack Weaver

COMMENT:

As a climber I access recreation at various points on the way up the canyon. Please make sure that there are ways to park or get off public transit at these climbing trail heads. LCC is unique in that it allows for climbing every month of the year. **(32.4P)** Please don't forget about us when planning for transportation of skiers and snowboarders. **(32.2.6.3C, 32.2.6.5G, 32.7G, and 32.2.6D)**

COMMENT #: 4402
DATE: 8/3/21 7:15 PM
SOURCE: Website
NAME: Emily Robbins

COMMENT:

Sounds brilliant. I'm not even a skier, but it makes perfect sense to me. (32.29D)

COMMENT #: 4403
DATE: 8/3/21 8:25 PM
SOURCE: Website
NAME: Nicholas Baker

COMMENT:

I am writing to express my extremely strong opposition to putting a Gondola in little cottonwood canyon. **(32.2.9E)** This "solution" is by far the worst of all the proposed solutions. It is extremely expensive, inflexible, will ruin the beautiful landscape year round, and is mainly focused on supporting the ski resorts rather than all recreation in the canyon. **(32.17A, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Furthermore it would require massive parking being built at the mouth of the canyon which is not feasible to my understanding. **(32.2.6.5E and 32.2.6.2.1C)** Without this the gondola will be highly underutilized and will STILL require increasing the busing system to support it. Given this the only reasonable option is to increase busing in the canyon. This option is flexible, scalable, and serves a wider population both geographically and recreationally. **(32.2.9A)**

COMMENT #: 4404
DATE: 8/3/21 9:04 PM
SOURCE: Website
NAME: Martin Metcalf

COMMENT:

I've skied here since 1982. I love the resorts and love these canyons. I think we ultimately need to build gondolas for both big and little cottonwood canyon. It just makes sense to reduce traffic, smog, congestion, parking and trouble during bad storms. It think it would be a better option than expanding the road to include through bus lanes. Either this or eliminate cars all together and make the canyons bus only winter travel. **(32.2.2Q, 32.2.2L, and 32.2.2B)**

COMMENT #: 4405
DATE: 8/3/21 9:07 PM
SOURCE: Website
NAME: Erin Groundland

COMMENT:

This is an amazing idea and solution to a worsening problem **(32.29D)**

COMMENT #: 4406
DATE: 8/3/21 11:27 PM
SOURCE: Website
NAME: Benjamin Holbrook

COMMENT:

I love exploring canyons by bike but unfortunately the change in elevation makes it unreasonably hard. I end up having to drive portions. This would be a life-saver not only up cottonwood canyon but most canyons in the saltlake/utah county area. **(32.29D)**

COMMENT #: 4407
DATE: 8/4/21 12:50 AM
SOURCE: Website
NAME: Howard Wattleworth

COMMENT:

It would seem spending hundreds of millions of dollars would be directed towards helping Utah citizens survive. Increasing rent relief and expanding similar programs appears more appropriate than supporting two ski resorts who provide recreation to higher income families. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.5A)**

COMMENT #: 4408
DATE: 8/4/21 7:25 AM
SOURCE: Website
NAME: Arash Khial

COMMENT:

I think this gondola is a great idea! Not only will it help get people up on sketchy snow days it will limit the amount of traffic going up and down the canyon. **(32.2.9D)**

COMMENT #: 4409
DATE: 8/4/21 7:30 AM
SOURCE: Website
NAME: Roxanne Weippert

COMMENT:

As both a skier and climber who enjoys recreating in Little Cottonwood Canyon year-round, I agree we have a capacity issue but don't believe the gondola nor road widening are the current best solutions. They are expensive and destructive and intrusive. **(32.2.9E and 32.2.9C)** The road widening will negatively impact climbing in the canyon and I would guess the gondola would as well. **(32.4A and 32.4B)** The gondola seems like an extremely ineffective solution to the capacity issue and only benefits the resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a backcountry skier I wouldn't have any use of a gondola as I go up before it opens and/or need to get off before it stops. It is extremely expensive to build and will not have enough capacity, combined with speed to really solve any of our problems. **(32.2.6.5N, 32.7B, and 32.7C)** There will be long waits at both the bottom and top of the canyon, especially considering how long it will take to load and head up. **(32.2.6.5C)** Adding a toll and increasing existing bus service would reduce traffic in the near term and help pay for any future solutions much more effectively. **(32.2.9A)**

COMMENT #: 4410
DATE: 8/4/21 7:31 AM
SOURCE: Website
NAME: Jaclyn Long

COMMENT:

These options, while I appreciate the foresight to a growing city and growing recreation use, are too drastic. We need more prk and rides at the base of the canyons for anything to work. Parking garages need to be built first. **(32.2.6.2.1C)** Better enforcement of cars up the canyon. Eliminate any non four wheel drive cars without snow tires. **(32.2.2M)** These are the ones that clog the roads as snow is unpredictable. Please let's work smarter not harder on this.

COMMENT #: 4411
DATE: 8/4/21 7:37 AM
SOURCE: Website
NAME: Daniel Berger

COMMENT:

I moved to SLC for the climbing. Countless others have done the same. LCC is one of our most treasured resources, and attracts young, smart, talented people to our state. If you destroy these boulders, I will seriously consider leaving this state. Others will do the same. Better, less destructive options exist. **(32.4A and 32.4B)**

COMMENT #: 4412
DATE: 8/4/21 7:46 AM
SOURCE: Website
NAME: Henry Christensen

COMMENT:

Please do not destroy the cottonwood canyons with wider roads. There are so many established roadside climbs, hikes, and other activities and there are better options than wider roads. Please consider the environmental impact and in this case, do not follow the money. **(32.4A, 32.4B, and 32.2.9C)**

COMMENT #: 4413
DATE: 8/4/21 7:46 AM
SOURCE: Website
NAME: Vitor Chies

COMMENT:

Both proposals will make a significant impact to the canyon while only marginally improving capacity. **(32.7B and 32.7C)** These proposals may one day be the solutions to the issues in Winter up LCC, but should not be executed today. There are still other options worth exploring. Specifically tolling vehicles with a single driver. **(32.2.2Y and 32.2.4A)** Maybe even an above road rail that does not require the widening of the roadway. **(32.2.2I)** These proposals seem rushed. And the years of construction will have a negative affect of local users. This project is obviously meant to serve the skiing and tourist populations that visit in the winter, but affect all year round users of the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** More time, consideration is needed to test run less impactful options before embarking on such a massive project. **(32.2.2PP)**

COMMENT #: 4414
DATE: 8/4/21 7:56 AM
SOURCE: Website
NAME: Zachery Gabaldon

COMMENT:

Climbing has been a part of Utah's trademark qualities for decades, this road will endanger hundreds of routes and bouldering problems. **(32.4A and 32.4B)** If not for the sake of preservation, then for tourism, we should not expand this road. **(32.2.9C)** Built better, easy public transportation, implement toll roads to provide funding to keep improving the canyon, and let's not destroy a gem of the Wasatch front. **(32.2.9A and 32.2.4A)**

COMMENT #: 4415
DATE: 8/4/21 7:57 AM
SOURCE: Website
NAME: Jennifer Nummerdor

COMMENT:

Hello,

I've recently heard about this proposed change to Little Cottonwood Canyon, and I strongly urge you to seek less destructive options. There are several boulders in the area that many others and I enjoy climbing on, and this plan will eliminate >100 of them! This plan must be remedied immediately. Please exhaust other options first! **(32.4A, 32.4B, and 32.2.2PP)**

Thank you for your time.

Sincerely,
Jen Nummerdor

COMMENT #: 4416
DATE: 8/4/21 8:02 AM
SOURCE: Website
NAME: Peter Georgiou

COMMENT:

Initially I supported a gondola for the reduced emissions. **(32.10A)** This gondola or road widening threatens the ecosystem and geography of Little Cottonwood Canyon. **(32.13A and 32.13B)** This is a beloved place by climbers, hikers, and skiers. **(32.4A and 32.4B)** It is unfair to prioritize skiing traffic support over other activities and the environment. There are more feasible options that help the ecosystem and don't harm activities such as climbing. **(32.2.2PP)**

COMMENT #: 4417
DATE: 8/4/21 8:03 AM
SOURCE: Website
NAME: Daniel Harper

COMMENT:

I'm against UDOT's proposed plan to widen the highway in Little Cottonwood Canyon due to the loss of climbing areas that would result that many locals value and use often. **(32.4A)**

COMMENT #: 4418
DATE: 8/4/21 8:06 AM
SOURCE: Website
NAME: Justin Jones

COMMENT:

There are other options outside the gondola and the road widening to be considered. These two options are going to destroy recreation at the base of the canyon like climbing hiking and bouldering. **(32.4A and 32.4B)**

As a person born and raised in Sandy, I understand better than most how frustrating the canyons in the winter have become with the population growth of Utah. Trying to get up to snowbird and Alta to ski is like trying to go to Disney world these days. However, with that said, the canyons are not just for skiing. Summer activities are just as important and need to be treated as such. These proposals will remove some of the worlds greatest and most accessible bouldering at the base of LCC. **(32.4A and 32.4B)** I strongly oppose them and new ideas need to be considered before we destroy some of the canyons natural recreation. **(32.2.2PP)** Thanks.

COMMENT #: 4419
DATE: 8/4/21 8:09 AM
SOURCE: Website
NAME: Claire Bunce

COMMENT:

This plan will destroy hundreds of iconic climbing routes. Please look for alternatives that are less destructive. **(32.4A, 32.4B, and 32.2.2PP)**

COMMENT #: 4420
DATE: 8/4/21 8:10 AM
SOURCE: Website
NAME: Amber Stratford

COMMENT:

Good morning,

I have lived in Sandy, UT for 20 plus years. As such, I am well aware of the comings and goings of the canyon and the growing issues over the years. I am also an avid rock climber and have spent my whole life in that canyon climbing on the amazing rock the canyon provides. I also ski, hike, bike and camp as well. Suffice it to say, I have a great interest in what happens to the canyon.

Growing up, we would go skiing as a family, back when Alta had 'Ski Free after 3'. Without fail, every Saturday upon ending the day, we would get stuck in the dreaded 'Red Snake' of cars waiting to leave the canyon. However, we came prepared. We knew what we were getting into before hand and what taking that last run of the day would mean. But, we just took extra snacks or stayed for hot chocolate at the lodge to wait it out or more pleasantly enjoy the long drive home. This has been every skier/boarders canyon experience since I can remember. Every weekend from November 1st until March 1st, Little Cottonwood Canyon has traffic when the ski day starts and ends. Everyone knows this. It's just a fact. As such, everyone knows, if you want to go skiing, you got to sit in the line. And I see nothing wrong with that. **(32.1.2B)** Let's take Disneyland for example. I know if I want to go on any ride, especially the popular ones, I'm going to have to sit in at least a hour line. Same with driving anywhere in California. I know trying to get literally anywhere in California will have major traffic and that I should plan ahead for it. In both of these cases, a wait in line is just part of the experience, another factor to know about and plan ahead for. With that in mind, I think it is a drastic overcorrection to jump the gun to such extreme "solutions" to remedy the problem.

Why are we jumping to such aggressive and impactful solutions? **(32.1.2B)** I want you to really analyze the "Why". Is it to improve the beauty of the canyon? Or maybe to improve the protection of it? No? Or is it to improve the access for 3 months out of the year, for two ski resorts while irreparably damaging our canyon in the process? What does the canyon gain from this? Better traffic? Who is really benefitting from these solutions? **(32.1.2D, 32.7B, and 32.7C)**

If the ski resorts truly wanted to improve just the traffic and carbon emissions thereof, there are other easier solutions. Namely- limiting season pass, Ikon and day pass ticket sales. Less people with tickets = less people in the canyon. **(32.2.2K)** Now I realize this would never happen, too much money and profit is involved. However, they could instead invest in bigger parking structures, improved parking lot traffic flow that could have a great helpful impact on the traffic in the canyon. **(3.2.2QQ)** Not to mention, helping a issue they created with their own land and resources, namely money. It is not fair to make tax payers, who may or may not use the canyon, let alone ski at the resorts, pay for a project that is solely designed to benefit the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We should be looking to solutions that have year round benefits and improve not just skiing, but other areas of recreation in the canyon. The "alternatives" that have been proposed help no one but the resorts. Widening the road eliminates almost all roadside parking that hikers and climbers greatly rely on to access trailheads and boulders. **(32.4A and 32.4P)** And a gondola destroys the natural beauty of the canyon and the land around it, such as hiking trails and climbing locations. **(32.4B and 32.17A)**

I propose we start small. Implement a toll booth. **(32.2.2Y and 32.2.4A)** Revise parking at the resorts to alleviate roadside resort parking and congestion. Reinforce public transit incentives/benefits. **(32.2.4A)** If possible, limit tickets sales on weekends and busy holidays. **(32.2.2K)** Why are we jumping the gun to big flashy "solutions" when we have yet to try any smaller, less impactful

alternatives? Again, I urge you to consider the "Why". Let's consider alternatives that benefit everyone, including the canyon itself, and not just the resorts in the winter months.

Thank you for your time and efforts on this issue.

Best,
Amber Stratford

COMMENT #: 4421
DATE: 8/4/21 8:12 AM
SOURCE: Website
NAME: Anna Richardson

COMMENT:

I have turned around many times and not gone skiing because of the massive traffic in the canyons. the gondola would solve a lot of those issues. **(32.2.9D)**

COMMENT #: 4422
DATE: 8/4/21 8:17 AM
SOURCE: Website
NAME: Tali Brenner

COMMENT:

Against both proposed options. **(32.2.9C and 32.2.9E)** In favor of zion-like entry system, where bus usage is incentivized, however road widening is not required. **(32.2.2B and 32.2.4A)**

COMMENT #: 4423
DATE: 8/4/21 8:19 AM
SOURCE: Website
NAME: Cortney Hoffman

COMMENT:

I appreciate the effort and consideration given into finding a solution for this project. As a member of the climbing community, it is difficult to support either plan, considering the impact it will have on the access to boulders throughout the canyon. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**

UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**. UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4B)**

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

COMMENT #: 4424
DATE: 8/4/21 8:20 AM
SOURCE: Website
NAME: Jacquie Hoffman

COMMENT:

I'm a 20 year Utah resident, transplant from Illinois. Since 2000 I've been welcomed by the locals of SLC's climbing & skiing community. For a decade I was a ski instructor at Solitude, '01-'10, then made Alta my season pass home 2018-present. I love both canyons for climbing which I began in 2001, as well. I loved my early 20's in the early 2000's. I was also a resident of Mt. Haven in Big Cottonwood Canyon for 10 years, but now I'm in my 40's & we live in Draper, drive & commute all the kids around & the teens are now driving. I understand the UDOT's struggle. I live it. The long lines in the morning to get to parking by 6:45 AM last season was insanity, but we did it as a family even of teenagers waking up that early!! My comment is difficult to make because I don't want to leave any environmental footprint that takes away from our beautiful playground in the Wasatch, but I think the construction & road/gondola/parking improvements have to be made for the safety of all. I don't think a "snow shed" is going to work, **(32.7A)** but busing, parking in the valley & a gondola all seem viable. I know the iKON pass is a big grievance for crowd controlling, but I also know the business need for the skiing industry. There is no easy solution. Thank you for hearing out my thoughts & perspective.

COMMENT #: 4425
DATE: 8/4/21 8:24 AM
SOURCE: Website
NAME: Anna Done

COMMENT:

The SLCA proposes, and I wholeheartedly agree, that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, and 32.2.6.3C)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP)**

COMMENT #: 4426
DATE: 8/4/21 8:28 AM
SOURCE: Website
NAME: Cole Castleton

COMMENT:

My comment is in support of feedback provided by several outdoor advocacy groups as follows: before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A and 32.2.4A)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

Thank you

COMMENT #: 4427
DATE: 8/4/21 8:38 AM
SOURCE: Website
NAME: Bernadette Nelson

COMMENT:

The cost and visual impact of a gondola - if well maintained - is less than road improvement. I'm in favor of the gondola. **(32.17A, 32.17B, and 32.2.9D)**

COMMENT #: 4428
DATE: 8/4/21 8:40 AM
SOURCE: Website
NAME: Zachary Craigmile

COMMENT:

I am opposed to these current solutions. Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.9A and 32.2.4A)**

COMMENT #: 4429
DATE: 8/4/21 8:42 AM
SOURCE: Website
NAME: Jaime Pedersen

COMMENT:

Little Cottonwood Canyon is one of the crowning jewels of Salt Lake City. We should value it's beauty and ecology over efficiency of getting to our favorite spots. Widening that road will destroy so much of the landscape. **(32.12B, 32.13B, and 32.17B)**

It will also destroy famous climbing areas that we will never get back. Climbing areas in dozens of books that bring in climbers from all over the world. **(32.4A)**

We already made an eye sore out of the opening of Big Cottonwood Canyon. Let's not do any further damage to our beautiful ecological resources.
Thank you.

COMMENT #: 4430
DATE: 8/4/21 8:46 AM
SOURCE: Website
NAME: Marinda Quist

COMMENT:

Please reconsider the proposed plans which will irreparably damage the landscape of Little Cottonwood canyon. Little Cottonwood is renowned for world-class climbing, and has boulders and climbing problems that don't exist anywhere else in the world. It's truly special and people come from around the world to climb in this canyon. Widening the road and/or putting in a gondola system would destroy this climbing and one of the things that makes this canyon so special. **(32.4A and 32.4B)** Please first implement other traffic mitigation strategies before destroying our cherished landscape forever!

COMMENT #: 4431
DATE: 8/4/21 8:47 AM
SOURCE: Website
NAME: Matthew Kastellec

COMMENT:

I want to emphasize and amplify the perspective of the Salt Lake Climbers Alliance. The SLCA proposes that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A and 32.2.4A)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.

COMMENT #: 4432
DATE: 8/4/21 8:54 AM
SOURCE: Website
NAME: Melissa Hendershot

COMMENT:

We love the idea! We live in American Fork and we buy annual Alta/Snowbird passes for our family. The traffic up the canyon is a big concern in the winter particularly. We would love to see a solution to the problem. The gondola seems like a good one. **(32.2.9D)**

COMMENT #: 4433
DATE: 8/4/21 9:01 AM
SOURCE: Website
NAME: Maya Silver

COMMENT:

Please consider revisiting the plan to widen the road into Little Cottonwood Canyon. Destroying beloved and used boulders and rock is not the answer. **(32.4A)**

COMMENT #: 4434
DATE: 8/4/21 9:02 AM
SOURCE: Website
NAME: Kristen Soelberg

COMMENT:

As a climber, I'm greatly concerned as to what this proposed solution will do to climbing and the canyon in general. While I understand traffic and safety are a huge concern, this solution only has the ski areas in mind. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are many other uses for the canyon (I'm especially partial to climbing) that will be affected. **(32.4A and 32.4B)** Please keep these other recreational activities in mind when searching for a solution. The ski areas might be what we're "known for" but that doesn't mean that other activities aren't just as important and should not be affected.

COMMENT #: 4435
DATE: 8/4/21 9:05 AM
SOURCE: Website
NAME: Jae Yu

COMMENT:

To whom it may concern,
The boulders of Littlecottonwood has been a place where my friends and I could go to connect and build our friendship through this amazing place. Many of us through the years gone to personal trials and this was one of the places where we could build each other up physically and emotionally. Please consider other options to the gondola before destroying what is precious to me and so many others here in Utah and other out of state climbers. **(32.4B)** Thank you.

COMMENT #: 4436
DATE: 8/4/21 9:06 AM
SOURCE: Website
NAME: Hans Hendershot

COMMENT:

Great solution. Buses still destroy the environment. We have season passes up Little Cott Canyon and there have been several days when we get to the mouth of the canyon in the morning to ski and end up turning around & going home because of the traffic up the canyon. Buses aren't good for the environment and are still in an avalanche's path. **(32.7A)** The gondola is the smart way to go. We are strongly in favor of it. **(32.2.9D)**

COMMENT #: 4437
DATE: 8/4/21 9:09 AM
SOURCE: Website
NAME: Nathan Fox

COMMENT:

I had a spiel about how neither solution works on its own, because the gondola will just create more traffic west of the canyon and nobody will want to ride the bus unless we implement a parking reservation system so you can see when parking is full, in which case the bus will be the most convenient option. **(32.2.6.5E, 32.7C, 32.2.4A, and 32.2.2K)** However, after doing a little bit of research, I came across some information that I feel the public isn't familiar with, but should be.

Several years ago, two real estate developers / politicians wanted to develop the Canyon Centre land, off of Ft Union and Wasatch Blvd. The businesses didn't want to sell the land, so there was some tension. Former cottonwood Heights police officer Beau babka said in a press conference that they were "ordered to specifically target customers of the Canyon Inn", harassing patrons by pulling them over and asking them to perform sobriety tests without any indication of wrongdoing. Babka said that orders came "directly from the city and from the developers". The canyon inn was eventually run out of business, but sold to a private ski shop instead of to the developers. The canyon centre has since been developed with luxury apartments, townhomes, a hotel, and a restaurant, so far.

Fast forward 10 years, and those same two developers (who are no longer politicians) have purchased land behind la caille, with the intent of developing. They came up with the gondola proposal, advocating for it, etc., but one huge detail hasn't been talked about enough. Gondolaworks.com shows, as part of the la caille expansion, some property just adjacent to the base camp, called "superior peak village", as well as "La Caille village estates".

Now, ask yourself, who would have the most to gain financially from a gondola hub sitting next to this development? Even more than Snowbird and Alta? That's right, someone who has a stake in real estate bordering what is now the easiest access to world-class skiing! Any hotel, condo, high-end shopping, dining, or even home now touts ultra-marketability as one could 'ski on'to the only conduit up LCC.

I have no problem with developers making money, especially if the public benefits, but frankly I feel the gondola will negatively impact the area as a whole (through increased traffic outside the canyon, canyon overuse, and not serving anything but the ski resorts) while lining the pockets of a select few connected individuals, so I question why there has been such a push. **(32.2.2X, 32.1.2B, 32.2.7A, 32.7B, and 32.7C)**

So instead of debating 'how' we want to accomplish this, I'd like to invite everyone to ask 'why?' **(32.1.2B)**. Call me cynical, but I'm starting to think this isn't about saving our canyon\$.

COMMENT #: 4438
DATE: 8/4/21 9:11 AM
SOURCE: Website
NAME: Forest Altherr

COMMENT:

Widening the road or building a gondola could have serious impacts on the the natural resources which make Little Cottonwood an iconic place. Please do not consider destroying things that are unreplacable to build something which only satisfies one user group. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, 32.17B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4439
DATE: 8/4/21 9:14 AM
SOURCE: Website
NAME: Bobbi Graham

COMMENT:

I think this would be a great idea to reduce traffic as well as accidents in this canyon. We have had periods where people have been stuck because of road closures and I believe this would be a great option to be able to get back down the canyon **(32.29D)**.

COMMENT #: 4440
DATE: 8/4/21 9:24 AM
SOURCE: Website
NAME: Abe Weintraub

COMMENT:

Little Cottonwood is an incredible place and I think we should be very careful to preserve this for future generations. I think that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, and 32.2.6.5C)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective

COMMENT #: 4441
DATE: 8/4/21 9:30 AM
SOURCE: Website
NAME: Jansen Gunderson

COMMENT:

Both the current proposals for widening the road and the gondola will result in the destruction of historical climbing boulders and decreased access to climbing areas in Little Cottonwood Canyon. These climbing areas and boulders while not having as huge of an economic impact as the ski areas, bring climbers from all over the world. They contain historical routes which are just as an important resource as any trail in the canyon and should be preserved at all costs. **(32.4A and 32.4B)**

Toll booths in Millcreek and American Fork canyons both helped reduce congestion and vandalism in those canyons during the summertime. Fees for both accessing the canyon via personal vehicle plus a parking pass requirement for Alta and Snowbird is a much more cost effective and low impact way of reducing traffic. **(32.2.4A)**

Snow sheds in the avalanche runout paths are a proven method of mitigation and will help solve the avalanche control problem. **(32.2.9K)**

It simply makes no sense to spend tax payer dollars and destroy our valuable resources in the canyon when other measures such as tolls have not been tried first. **(32.2.4A and 32.2.2Y)**

COMMENT #: 4442
DATE: 8/4/21 9:40 AM
SOURCE: Website
NAME: Sarah Lefave

COMMENT:

The proposed gondola and additional bus lane would permanently change rock climbing in little cottonwood canyon. It would not only destroy some of the iconic roadside bouldering but also change access and experience for roped climbing. Little cottonwood is world-renowned among rock climbing communities, making Salt Lake City one of the best home and destination cities. This is particularly relevant for both people who call SLC their home and visitors. Local climbers are heavily involved in community efforts that span many different groups in the SLC area and we care deeply about the landscape of our canyons. Furthermore, with climbing debuting in the Olympics this year, interest in climbing will be higher than ever and permanently removing outdoor access to world-class climbing in Little Cottonwood Canyon would be devastating. Please, please, please consider another option! There are ways with additional busses and tolling that we could make this work for anyone without destroying precious lands. **(32.4A and 32.4B)**

COMMENT #: 4443
DATE: 8/4/21 9:43 AM
SOURCE: Website
NAME: Richard Hickman

COMMENT:

We need this or increasing pollution will hold down growth. (32.29D)

COMMENT #: 4444
DATE: 8/4/21 9:44 AM
SOURCE: Website
NAME: Taylor Street

COMMENT:

What's the purpose of permanently destroying boulders, hiking trails, and animals' habitats, solely to benefit private businesses and the most privileged residents of Utah? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What's the purpose of installing multibillion dollar structures that will require ongoing maintenance and permanently scar the landscape of Little Cottonwood Canyon, just to save ski bums a few minutes of travel time to their weekend getaway? **(32.1.2B)**

This proposal is a joke and an insult to the taxpayers of Utah. UDOT should be ashamed of themselves when they could be doing significantly more to actually benefit Utah residents. Have you driven to Saratoga Springs, Eagle Mountain, or Herriman lately? It's excruciating. Two lanes, jam packed with traffic, deadlocked every single day for hours. **(32.7B and 32.7C)** UDOT should be spending their time and energy figuring out how to get residents home from school and work in a timely manner, not focusing on what hideous plans could benefit a small subset of the population. If you want to ski in the mountains, you need to understand that part of the privilege of doing so is respecting the canyon. This move disrespects the canyon in a major way and sets a horrific precedent of how we should treat our natural landscapes.

Please do more for Little Cottonwood Canyon. Please do more for the people of Utah where they're actually spending their travel time. PLEASE.

COMMENT #: 4445
DATE: 8/4/21 9:46 AM
SOURCE: Website
NAME: Jack Purdue

COMMENT:

Please don't do this to little cotton wood canyon. It will be so sad to lose my favorite bouldering spot in the country. Taking away the beauty of this place for infrastructure is a egregious. **(32.4A and 32.4B)**

COMMENT #: 4446
DATE: 8/4/21 9:50 AM
SOURCE: Website
NAME: Ben Bevan-Pritchard

COMMENT:

I have travelled from the Uk a couple of times to climb in little cottonwood canyon and regard the boulders under threat as some of the most important climbs in the world on rock that is unrivalled. I would regard the destruction of these rocks as a tragedy and a huge loss to climbing's culture and heritage. **(32.4A and 32.4B)**

COMMENT #: 4447
DATE: 8/4/21 9:50 AM
SOURCE: Website
NAME: Mitchell Moore

COMMENT:

There are more people that recreate in Little cottonwood canyon than skiers and snowboarders. Rock climbing is valuable to the Salt Lake economy and it is only growing, and will continue to grow especially after being added to the Olympics. The bouldering in Little Cottonwood canyon is world class and destroying it to accommodate one user group would be a huge loss to the Salt Lake community and economy. Climbing is only going to continue to grow, destroying access to world class climbing so close to Salt Lake City is destroying a lot of potential recreational tourism in Spring, summer and fall. Please consider options that do not destroy the climbing or climbing access in Little Cottonwood canyon. **(32.4A, 32.4B, 32.2.9A, and 32.2.4A)**

COMMENT #: 4448
DATE: 8/4/21 9:52 AM
SOURCE: Website
NAME: Charles Houtz

COMMENT:

Strongly not in favor of building a gondola. This would probably require the destruction of classic boulders (for climbing) near the road in the canyon and greatly diminish the natural beauty of little cottonwood canyon. **(32.2.9E, 32.4B, and 32.17A)** Skiers are not the only user group of the canyon and I encourage you to consider the impact of a gondola on everyone else who uses the canyon throughout the year, and not only the issue of skiers experiencing some traffic in the mornings during ski season. Thank you **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4449
DATE: 8/4/21 9:57 AM
SOURCE: Website
NAME: Collier Reid

COMMENT:

Let's getter dun!! (32.29D)

COMMENT #: 4450
DATE: 8/4/21 10:02 AM
SOURCE: Website
NAME: Eric Humphrey

COMMENT:

While I appreciate UDOT's research into alleviating traffic in the Cottonwood Canyons, there appears to be a considerable disregard for the environmental impact. **(32.29G)** Road widening CANNOT be considered an option as the environmental impact would be far too great and would threaten our watershed, air quality from increased traffic, and world-class rock climbing and other recreation. 32.12B, 32.10A, and 32.4A) Please, I implore you to consider more heavily the alternatives beyond the two "preferred options" in the EIS. Expanding public transit and tolling private vehicles is the ONLY sustainable option. Thank you **(32.2.9A and 32.2.4A)**

COMMENT #: 4451
DATE: 8/4/21 10:10 AM
SOURCE: Website
NAME: Samantha Mitchell

COMMENT:

Both of these proposals will continue to further damage the ecology of the canyon and the recreational resources. 32.13A, 32.13B, 32.4A, 32.4B, and 32.4P. Adding a gondola is an absolute affront to the natural beauty of LCC. **(32.17A)** Widening the road will encroach on climbing areas - specifically bouldering spots - and remove valuable climbing resources. I am an avid climber and am appalled this is even being considered by the powers that be. **(32.4B)**

The best solution to reducing traffic is to ADD parking at the base of the canyon. This would dramatically increase the ridership of the UTA bus. Every ski weekend I try to park somewhere along Wasatch Blvd and those miniscule lots fill up before the resorts even open. How can you expect to reduce traffic in the canyon with nowhere for anyone to park and take the bus? As a resident of SLC is not convenient for me to park anywhere else but Wasatch Blvd. If you want to incentivize people to travel UTA we need more parking and bus stops along Wasatch Blvd on the way from 215 to Little Cottonwood. **(32.2.6.2.1C)**

Adding a fee to travel up the canyons (both Big + Little) on weekends would also help deter unnecessary car travel. **(32.2.4A)**

Please do not ruin this canyon with more construction.

COMMENT #: 4452
DATE: 8/4/21 10:25 AM
SOURCE: Website
NAME: Quin Stevenson

COMMENT:

Little Cottonwood canyon is the inspiration behind so many of my life choices. It's where I learned to Climb and Ski. Please reconsider the current plan to build more infrastructure in and around Little Cottonwood. We need to protect this place, not just solve traffic and access problems to increase the number of people and dollars that come up the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please save the Bouldering that is currently under threat of destruction from your current plan. There are other ways to solve the problems that the Cottonwood Canyons face. I believe the proposed plan is a mistake.

COMMENT #: 4453
DATE: 8/4/21 10:26 AM
SOURCE: Website
NAME: Zach Mallender

COMMENT:

Please don't widen LCC road/install a gondola! **(32.2.9C and 32.2.9C)** Such incredible nature so close to a city should be preserved as fiercely as possible, and a limit to transport will help ensure that the canyon is not over used.

COMMENT #: 4454
DATE: 8/4/21 10:27 AM
SOURCE: Website
NAME: Mckenna Delton

COMMENT:

An alternative should be chosen that does not threaten climbing in the canyon. **(32.2.9A)** Recreation is part of what makes Utah so great and what bring people to the canyon, it would be better to limit the number of people allowed rather than destroy this amazing resource. **(32.2.2K and 32.2.4A)** Bringing more and more people up into the canyons is not sustainable.

COMMENT #: 4455
DATE: 8/4/21 10:34 AM
SOURCE: Website
NAME: Tyler Phillips

COMMENT:

Please do not destroy the canyon with a gondola. **(32.2.9D)** Show sheds and bus lanes are preferable. The gondola will ruin one of Utah's easily accessible visual treasures. **(32.2.9A, 32.2.9K and 32.17A)**

Tyler Phillips

COMMENT #: 4456
DATE: 8/4/21 10:46 AM
SOURCE: Email
NAME: Corey Lee

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Corey Lee
Sandy, UT

COMMENT #: 4457
DATE: 8/4/21 10:59 AM
SOURCE: Website
NAME: Christian Mendoza

COMMENT:

Please do not do this, it will destroy so much beautiful climbing. The outdoors is for outdoor people. We dont need any more roads or construction in an already natural place. Please do not take away the boulders and amazing climbing for Utah people. We love this area and the climbing and do not want it harmed. **(32.4A and 32.4B)**

COMMENT #: 4458
DATE: 8/4/21 11:05 AM
SOURCE: Website
NAME: Micah Van Wagoner

COMMENT:

We will always find excuses why we need to widen roads for the “good” of the people, but what you fail to understand, is once you destroy areas like this, there is nothing you can do to return them to their current state. Politicians talk about what we need to do to decrease global warming? STOP DESTROYING FORESTED AREAS TO MAKE ROADS AND OTHER THINGS THAT HOLD IN HEAT. **(32.13A, 32.13B, and 32.10B)** If you never ridden a bike and felt the difference when you go from an area where there is a lot of trees and grass to an area where there is concrete and asphalt, you would know this. There is a massive difference. Stop destroying wildlife and wooded areas. Things like this are the very reason why this world is falling apart gradually. **(32.13A, 32.13B, and 32.10B)**

COMMENT #: 4459
DATE: 8/4/21 11:12 AM
SOURCE: Website
NAME: Dylan Alvarez

COMMENT:

Hi there,

I am utterly devastated to think that the destruction of so many natural resources are being considered in order to satisfy the wants of only two resorts at the very top of a canyon full of so much recreational area and access points. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The countless boulders within the impact zone, in addition to all the natural flora and fauna that will be disturbed by either of these options is unthinkable when alternative options exist that will solve this issue far more efficiently and for a cheaper price. **(32.4A, 32.4B, 32.13A, and 32.13B)** As a climber that spends 99% of my time in LCC not at the resorts, climbing, hiking, backcountry skiing, I am deeply saddened to even consider how this will affect the canyon we all hold so dear. Please take the time to consider alternative methods of expanding the existing bus service and/or instituting tolls for not carpooling or on heavy snow days during the winter. **(32.2.9A and 32.2.4A)** This canyon is too important and sacred to so many.

COMMENT #: 4460
DATE: 8/4/21 11:27 AM
SOURCE: Website
NAME: Carlos Salinas

COMMENT:

Has a future Resident of Salt Lake City, One of the main reasons that I'm moving is because I love climbing and the outdoors. I understand this makes it more accessible but at the same time it's destroying what we are meant to protect and takes away parts of what we love and cherish from the cottonwoods. Please work for a more sustainable solution for the better future of the Utah and the people. **(32.4A, 32.4B, 32.2.9A, and 32.2.4A)**

COMMENT #: 4461
DATE: 8/4/21 11:31 AM
SOURCE: Website
NAME: Martin McGregor

COMMENT:

My initial interpretation of the process beginning years ago was that it was slanted, favoring exploitation over preservation. The recent selection of alternatives proves me correct. If you can't dry-erase the latest decision and open the possibility of choosing alternative 1, then why was the comment period extended? **(32.29A)** Let's go back to alternative 1 with the possibility of a few minor modifications. **(32.2.9A)** The locally unique and precious Little Cottonwood Canyon still retains a few miles of National Park type terrain which would be quite spoiled by a gondola. **(32.17A)** Once again, skip the gondola and get on the bus and when the bus system reaches capacity somebody will have to wait. **(32.2.9D)**

COMMENT #: 4462
DATE: 8/4/21 11:44 AM
SOURCE: Website
NAME: Brian DiLoreto

COMMENT:

Both the gondola and road widening would ruin my climbing experience in little cottonwood. While I hate waiting in traffic to get my skiing in, i believe the damage would be irreplaceable. **(32.4A and 32.4B)** I would much prefer an alternative such as tolling or ski bus required transit, preferably with a season pass option to celebrate the long history of local support for these areas. **(32.2.9A and 32.2.4A)**

COMMENT #: 4463
DATE: 8/4/21 11:47 AM
SOURCE: Website
NAME: Susannah Anders

COMMENT:

The gondola will destroy historic climbs throughout the canyon. **(32.4A and 32.4B)** There must be a less destructive option. **(32.2.9A)** We are lucky to have this access here in Salt Lake City, taking that away would be a great loss.

COMMENT #: 4464
DATE: 8/4/21 11:51 AM
SOURCE: Website
NAME: Casey Richardson

COMMENT:

Shuttles or a gondola are great. Do not expand the road! Keep LCC beautiful!(32.2.9C)

COMMENT #: 4465
DATE: 8/4/21 11:52 AM
SOURCE: Website
NAME: Gary Jacobson

COMMENT:

I urge you to NOT approve the gondola. **(32.2.9E)** It's the captive of the rich investors first of all and second it will increase visits to the resorts which are already crowded. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.20C)**. In addition a better solution would be to limit car traffic to multiple occupants, inspect cars for tire compliance and install accurate signage at the base of the canyon to announce when parking is full **(32.2.4A and 32.2.2M)**

COMMENT #: 4466
DATE: 8/4/21 11:59 AM
SOURCE: Website
NAME: Byron Foster

COMMENT:

As an avid recreational user of LCC, I urge you to please consider trying less invasive methods of solving the traffic problem in LCC before doing irreversible damage to the canyon / particularly the large, iconic climbing boulders near the road. **(32.2.9A, 32.4A, and 32.4B)** As a practicing professional civil engineer I understand the challenges of protectionism vs. improving the level of service for all users of the canyon; however, something as precious and unique as LCC should be preserved in the same spirit of national park preservation so that all may enjoy it for years to come. If an incremental, less invasive approach fails to produce the desired outcome then we can re-evaluate and say to ourselves honestly that we at least tried to preserve what is there while balancing the desires of a broader user group. **(32.2.9A)** I am an avid skier and snowboarder and I am as frustrated by the transportation conditions as anyone. I grew up in Utah and remember well the glory days when traffic in LCC and BCC was a rare exception to what is now the norm.

If I'm being totally honest I wish there were far fewer people trekking up and down the canyons on a daily basis, but all those people are just pursuing their love for adventure and the outdoors and the beauty of the canyons the same way I am, so I can't in good conscience advocate for throwing up administrative roadblocks that would inhibit others' ability to enjoy the canyons. In this case, though, I am genuinely concerned that we face a serious dilemma of destroying that which we all wish to access more easily by making it more easily accessible. Please consider my plea to slow down and give other alternatives their due consideration and possible implementation. **(32.2.9A)** The worst that could happen is people have to be patient a little longer, which is a price I am willing to pay, and one I believe others are willing to pay as well considering what is at stake.

Thank you,
Byron Foster

COMMENT #: 4467
DATE: 8/4/21 12:14 PM
SOURCE: Website
NAME: Andrew Williams

COMMENT:

Please do not widen the road! **(32.2.9C)** This will permanently destroy some of the greatest climbing spots in Northern Utah! **(32.4A)** Please implement less destructive ways first to prove they do not work before implementing destructive ones **(32.2.9A)**

COMMENT #: 4468
DATE: 8/4/21 12:25 PM
SOURCE: Website
NAME: Andrew Gorecki

COMMENT:

I am against the expansion of the roadway and the gondola solution in LCC because of its effect on the long tradition of bouldering. (32.2.9C, 32.2.9E, 32.4A, and 32.4B)

COMMENT #: 4469
DATE: 8/4/21 1:09 PM
SOURCE: Website
NAME: Brian Nabors

COMMENT:

We have 2 problems, that require two solutions. Getting people to and from the ski resorts and getting people to and from the trail heads and camp grounds. **(32.1.2B and 32.1.2C)** With our population predicted to double we need to ban cars from the canyon. **(32.2.2L)** The gondola is a great solution for the ski resorts but we need a robust shuttle van like system to get people other places in the canyon. **(32.2.6.3C)** People should also be able to load and unload at the angle stations and the gondolas need to be able to carry bicycles in the summer. **(32.2.6.5G and 32.2.6.5I)**

COMMENT #: 4470
DATE: 8/4/21 1:13 PM
SOURCE: Website
NAME: Kyle Cole

COMMENT:

To whom it may concern,

I want you to think of the outdoor habitat and recreation opportunities that exist in the canyon. These precious moments are what make Utah magical and inspire people to boulder, climb, hike, and ultimately enjoy the outdoors. **(32.4A, 32.4B, 32.4G, and 32.4P)**

Please consider the this in your proposal. Do not widen the roads. **(32.2.9C)**

COMMENT #: 4471
DATE: 8/4/21 1:15 PM
SOURCE: Website
NAME: Matt Gowie

COMMENT:

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

Please do not go through with these proposed alterations. Thank you for your consideration.

COMMENT #: 4472
DATE: 8/4/21 1:25 PM
SOURCE: Website
NAME: Shane Benhoff

COMMENT:

Please please please no gondola. **(32.2.9E)** Buses are awesome, I know something has to be done, so buses. Using buses here will help encourage bus use throughout the valley. **(32.2.9A and 32.2.2I)**

COMMENT #: 4473
DATE: 8/4/21 1:25 PM
SOURCE: Website
NAME: Jeremiah Watt

COMMENT:

Bouldering in Little Cottonwood Canyon is a national treasure and a direct link to the economic growth currently happening in SLC. Utah Department of Transportation's (UDOT) current proposals drastically affect this climbing and the climbing experience to benefit a single user group - skiing industry - at the loss of climbing real estate that's heralded international attention for decades. This is ludicrous!**(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Traffic is an issue from the end of Nov to April - ski season! Why is bus use not mandated on high use days?!(**32.2.2B**) Why are we even talking of multi-million dollar policy's that benefit a single user group at the cost of the average taxpayer?! (**32.1.2D and 32.2.7A**) Tax dollars? I spend tens of thousands of local dollars annually on everything from food to property taxes, I've purchased three vehicles in two years, my son is in public school, my small business spends countless dollars - we moved here for the CLIMBING! AND I'm only one of thousands who utilize those boulders. Climbers may have been dirtbags living in the dirt at one point but no longer in this Valley. Climbers are professionals here, your doctors, real estate agents, lawyers, engineers, craftsmen, and entrepreneurs. We support a local, sustainable, economy that's thriving and growing by the day and being pushed aside to support an industry based on inhaling every possible dollar angers me. (**32.4A and 32.4B**)

Neither proposal actively addresses the issue of getting people to actually use them and have inherent flaws that are destined to fail. Loading and unloading for Alta?! Seriously? Did Snowbird ask for this? (**32.1.2D**) A bus without a mandate, subject to the same weather as everyone else? Surely people will ride it. If it is mandated, why not simply mandate use of our current system with additional parking and buses?! (**32.2.4A and 32.2.6.2.1C**)

There's viable options for public transportation that include a sustainable future for everyone and they don't include mismanagement of our public lands.

COMMENT #: 4474
DATE: 8/4/21 1:29 PM
SOURCE: Website
NAME: Sam Johnson

COMMENT:

Please consider the recreation and monetary value that little cottonwood canyon bouldering brings the equation when evaluating routes. **(32.4A, 32.4B, and 32.6D)** SLC is an international climbing destination and it would a shame for a key area to lose recreation opportunities.

COMMENT #: 4475
DATE: 8/4/21 1:29 PM
SOURCE: Website
NAME: Jordy Clements

COMMENT:

Though skiing surely brings in more money and corporate interest to the region, all activities that make use of the canyon should be considered and respected. Where the Access Fund has identified transportation alternatives that would allow climbing areas protection and benefits from proposed changes, I respectfully request that these solutions be given equal if not greater consideration.
(32.2.9A)

COMMENT #: 4476
DATE: 8/4/21 1:34 PM
SOURCE: Website
NAME: Anders Hur

COMMENT:

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

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

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

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

COMMENT #: 4477
DATE: 8/4/21 1:41 PM
SOURCE: Website
NAME: Rachel Preuit

COMMENT:

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

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

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

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

COMMENT #: 4478
DATE: 8/4/21 1:41 PM
SOURCE: Website
NAME: Jim Boone

COMMENT:

Let's figure out a way to protect and provide access to the climbing areas in Little Cottonwood Canyon.
(32.4A and 32.4B)

COMMENT #: 4479
DATE: 8/4/21 1:42 PM
SOURCE: Website
NAME: John Saccardi

COMMENT:

Please do not destroy Little Cottonwood Canyon! Both of UDOT's proposed alternatives threaten iconic roadside bouldering areas and would dramatically alter the overall climbing experience in Little Cottonwood Canyon. This proposed transportation project poses the greatest threat to climbing in the Wasatch region in decades. **(32.4A and 32.4B)** Thank you.

COMMENT #: 4480
DATE: 8/4/21 1:49 PM
SOURCE: Website
NAME: Tim Fisher

COMMENT:

I strongly object to each of these proposals for the following reasons 1) Providing a tax-payer funded subsidy to increase Alta/Snowbird's skier capacity, **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** 2) Damage physically and visually a unique ecosystem in LCC, the obvious lack of EIS impact study for the environment and outdoor recreation population is appalling **(32.17A, 32.17B, 32.4A, 32.4B, 32.4G, and 32.4P)** 3) 50% of SLC drinking water comes from this important watershed, a far greater public need now and for the future than selling more ski tickets, **(32.12A and 32.12B)** and 4) The real issue has not been addressed of the carrying capacity of LCC for all users, its a limited resource than should be protected and capacities set to restrict/limit use during peak skiing periods. **(32.20B)** Climbers, bikers, backcountry skiers, hikers, etc. should have equal public rights to access the canyon and enjoy diminishing areas of nature that we should preserve, not destroy to benefit 2 private businesses.

COMMENT #: 4481
DATE: 8/4/21 1:50 PM
SOURCE: Website
NAME: Jonathon Giuffria

COMMENT:

Increased road traffic or the degradation from the gondola construction will negatively affect the resource area **(32.13A and 32.13C)**. Further, pandering to industrial tourism does not align with the spirit or mission of managing US lands. As far as impacting current users of Little Cottonwood Canyon, **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

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

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

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

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

COMMENT #: 4482
DATE: 8/4/21 1:52 PM
SOURCE: Website
NAME: Conor Lyne

COMMENT:

I will only comment on the feasibility of the bus expansion option for the LCC as the other option is simply irresponsible and environmentally destructive.

Bus expansion will not work unless skiers and riders are incentivized or mandated to use the bus. **(32.2.4A)** This is a common and efficient strategy that has been proved time and time again at busy European ski resorts. Expand parking lots in Holladay and at the base of the Cottonwoods and require the general public to use a frequent bus system. **(32.2.4A, 32.2.6.2.1C, and 32.2.2I)**

The only exceptions to the above, and in similar practice with European resorts, is to grant driving exceptions to those that a) live in the canyon, b) are employees, and c) guests at accredited accommodations (like the Cliff Lodge, for example). **(32.2.4A)**

This is the only way to keep traffic at a minimum and let everyone in the Salt Lake Valley to enjoy the pristine resources our great LCC has to offer. Thank you!

COMMENT #: 4483
DATE: 8/4/21 1:53 PM
SOURCE: Website
NAME: Ashley Wintle

COMMENT:

Please do not construct either of these alternatives! **(32.2.9C and 32.2.9E)** They are taking away world class climbing and for all we know with climate change these ski resorts won't even be in business anymore! (Besides park city has better skiing anyways!) **(32.4A, 32.4B, and 32.2.2E)**

COMMENT #: 4484
DATE: 8/4/21 1:54 PM
SOURCE: Website
NAME: Brian Nordberg

COMMENT:

I'm concerned the "favored" gondola project will not meet any of its goals at the cost of construction that will have environmental impact. Adding a gondola in little cottonwood canyon will not have any impact on car traffic in the canyon. **(32.2.4B, 32.7B, and 32.7C)** It simply adds yet another method to get up the canyon during good weather. This means more people at the resorts. **(32.20C)** The car traffic will not be reduced. **(32.2.4A)** The gondola's will not stop at trailheads so backcountry users would not be able to use the gondola - so they will still be in cars. **(32.1.2D)** We need to fix UTA, get its rates down to be competitive with driving, add bus capacity and **LIMIT THE NUMBER OF PEOPLE AT RESORTS.** **(32.2.2K and 32.2.4A)** Most other public resources that have overcrowding have put in permits and reservation systems. If the Ski resorts have created an overcrowding situation, then we need to put the same controls in place that other public lands do. Enforce reservations at the ski resorts and cap visitors. **(32.2.2K and 32.2.4A)** Otherwise we can put in as much infrastructure as wanted and it will simply get overrun the next year as visitation increases.

COMMENT #: 4485
DATE: 8/4/21 1:56 PM
SOURCE: Website
NAME: Rob Bain

COMMENT:

I do not support either of the two options UDOT has proposed. **(32.2.9C and 32.2.9E)** I have reviewed the proposed options as well as the other options offered. I really do not think any of these options work. They are too ski resort centric and when I consider that we are making massive changes to LCC and this is all regarding the 17 or so busiest days of the year I think it is still not time to make these changes. **(32.1.4D)** Either gondola or road expansion. There is an obvious problem with traffic but it is generally very limited to such a small portion of the year it does not justify these types of changes (having a gondola for all to see, whether you want to or not and the infrastructure and service roads and impact on backcountry skiing experience and a wilderness/outdoor experience). **(32.1.2B, 32.1.7A, and 32.4I)** ITs like making the entire canyon like a ski resort because there is a lift always in sight. Or the road expansion which negatively impacts the climbing and again is a huge project that will take years to construct and will inconveniences us for a long time all for helping people on a few days out of the year to get to the ski resorts. **(32.1.2D, 32.4A, and 32.2.7C)** This seems unacceptable. There will be a natural decreasing of people going up LCC on those days because its a pain in the ■■■. We are already opting out of LCC on the busy days but it will take a little more time for this transition to fully play out. I say hold off. I have met no one who is an overall user of LCC who feels great about any of the options. **(32.2.9G)** Only the folks who have a more myopic view (such as ski resort only people) feel better about the options laid out. I ask UDOT to consider the other users and the canyon itself and water quality moving forward **(32.1.2D, 32.4I, 32.12A, and 32.12B)**. Thank you, Rob

COMMENT #: 4486
DATE: 8/4/21 1:59 PM
SOURCE: Website
NAME: Adam Pastula

COMMENT:

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

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

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

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

COMMENT #: 4487
DATE: 8/4/21 1:59 PM
SOURCE: Website
NAME: Brent Manning

COMMENT:

I am an old climber and skier. Expanding the road,if it expands into climbing area slime gate butress and mile marker 6 sacrifices climbing and bouldering for the benefit of ski areas at great taxpayer cost. **(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.4N)** Whatever is done must preserve climbing areas climbing access and backcountry ski access. It makes no sense to subsidize ski areas at the expense of climbers, hikers and backcountry skiers. If abus lane is added it should be elevated on existing footprint so that additional cut and fill is not necessary **(32.2.2RR)**

COMMENT #: 4488
DATE: 8/4/21 2:05 PM
SOURCE: Website
NAME: Whitney McLeod

COMMENT:

I urge you to rethink only considering these two options. Both the gondola and additional lane proposals would permanently change access to year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4P)** Instead, look for an alternative with expanded electric bus service, tolling, etc that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon!**(32.2.9A and 3.2.4A)**

COMMENT #: 4489
DATE: 8/4/21 2:05 PM
SOURCE: Website
NAME: Brandon Daniel

COMMENT:

Don't place all your eggs in the ski resort basket.

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

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

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

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

The current proposals do not seriously consider impact to year round activities and only act in favor of the two ski resorts in the canyon. Little Cottonwood Canyon is home to countless world renowned and iconic climbing areas that will be impacted by the gondola. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The U.S.A Climbing team is based in Salt Lake City and combined with the classic and iconic climbing in the area will continue to attract climbers and other tourists from all over the world. I have personally visited Salt Lake City frequently, coming from Logan Utah, not for the ski resorts, but for the climbing and climbing oriented events. One event of which was a weekend to watch the International Federation of Sport Climbing World Cup. Many others attended this event and brought their patronage to many local businesses throughout the area from hotels and restaurants to athletic retail, mountain guides, transportation, and more. Climbing is a rapidly developing sport that will continue to bring in tourists if these iconic climbing areas are not destroyed and/or restricted. **(32.6D)**

Also, with the Olympic debut and the popularity of films such as Free Solo increasing interest, climbing will only continue to expand and create tourist and attractive perk for residential and employment (I personally don't think I would accept a job in an area that doesn't have good rock climbing) opportunities. **(32.6D)**

The boulders that would be affected are really something unique and it would be a shame lose the history and opportunity for newer generations to experience some of LCC's most iconic climbing. It would be great loss to the history of Little Cottonwood Canyon.

Other dispersed activities such as hiking and camping attract visitors to the area and serve as recreational opportunities for locals throughout the year and not just a couple months during the winter. **(32.1.2B and 32.1.2C)**

Again, please do not place all the eggs in the ski resort basket, especially as snow pack continues to decline over time.

Thank you for your time and consideration on this important decision that will not only affect my quality of life, but many others as well. Other proposals that limit the impact on activities during other seasons must be considered.

COMMENT #: 4490
DATE: 8/4/21 2:06 PM
SOURCE: Website
NAME: Tyler Johnson

COMMENT:

Please do not enhance or change the little cottonwood area by widening the road or putting in a gondola! Save the climbing area please!(**32.2.9C, 32.2.9D, 32.4A, and 32.4B**)

COMMENT #: 4491
DATE: 8/4/21 2:20 PM
SOURCE: Website
NAME: Hunter Allan

COMMENT:

If any new infrastructure needs to be built in the canyon, it should not come at a cost of the beautiful leisure and climbing areas that locals love about the canyon. A gondola would add an aspect of novelty to visiting our beautiful city and resorts without compromising the natural attributes of the canyon.
(32.17A, 32.4A, and 32.4B)

COMMENT #: 4492
DATE: 8/4/21 2:23 PM
SOURCE: Website
NAME: Daniel Godshall

COMMENT:

Salt Lake Climbers Alliance
ABOUT ACTION ALERT DONATECLIMBING FESTIVAL
NEWS
JOIN
BACK
ABOUT SLCA
2021 ANCHOR MAINTENANCE FUNDRAISER
OUR SPONSORS
FIXED ANCHORS
COLLAB
STRATEGIC PLAN
CONTACT

SALT LAKE CLIMBING FESTIVAL TICKETS

WE NEED YOU!
SAVE LITTLE COTTONWOOD CANYON CLIMBING
SUBMIT COMMENTS TO UDOT
SUBMIT COMMENTS TO YOUR ELECTED OFFICIALS

THE SALT LAKE CLIMBERS ALLIANCE NEEDS YOUR HELP TO SAVE CLIMBING RESOURCES AND PRESERVE THE CLIMBING EXPERIENCE IN LITTLE COTTONWOOD CANYON, UTAH. On June 25th, 2021, the Utah Department of Transportation (UDOT) released two transportation proposals to address winter traffic congestion in Utah's iconic Little Cottonwood Canyon. One would construct the world's longest gondola to carry riders to the top of the canyon and the other would widen the canyon road by adding bus-only shoulder lanes. The gondola and buses would only service ski resorts at the top of the canyon and would not stop at climbing areas. **(32.2.6.3C and 32.2.6.5G)**

UDOT's proposals both threaten iconic roadside bouldering resources and will impact the overall climbing experience in Little Cottonwood Canyon. **(32.4A and 32.4B)**

THIS CONSTITUTES THE GREATEST THREAT TO CLIMBING IN THE WASATCH REGION IN DECADES. Take a moment to tell federal and state elected representatives and UDOT to protect the world renowned historic and irreplaceable climbing of Little Cottonwood Canyon.

HOW WILL UDOT'S PROPOSALS AFFECT YOUR CLIMBING EXPERIENCE IN LITTLE COTTONWOOD CANYON?

Share your personal connection to climbing in Little Cottonwood Canyon and consider these talking points to draft your comments to UDOT. Copy and paste these talking points into the Message Body of your comments to UDOT.

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

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

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

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

COMMENT #: 4493
DATE: 8/4/21 2:25 PM
SOURCE: Website
NAME: Chelsey Wilson

COMMENT:

I am a Utah native i started my adventures snowboarding and climbing up little cottonwood canyon. That canyon holds a very special place in my heart and in my community. I do not like the plans that are set to help manage traffic up and down the canyon. I'd support a toll fee station and pay to use the canyon (similar set up to Millcreek canyon) way before I'd support this proposal. **(32.2.2Y and 32.2.4A)**

COMMENT #: 4494
DATE: 8/4/21 2:32 PM
SOURCE: Website
NAME: Siani Weston

COMMENT:

I was born and raised in Utah and frequently recreate in LCC through skiing, running, hiking, and climbing. After re-considering and doing more research to understand the impacts of both alternatives, I find neither to be acceptable. **(32.2.9C and 32.2.9E)** The gondola only benefits the ski resorts. Rather than place the burden of jam packed parking lots at privately owned ski resorts on taxpayers, it should be up to the ski resorts to create solutions for packed parking lots. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** My suggestion is to increase busses during popular hours and to create direct bus routes that go straight from the parking area, to the ski resort. **(32.2.9A and 32.2.6.3K)** As an Alta pass holder, a bus ride from the nearest park and ride took 45 minutes to get to the resort vs 20 minutes if I drove which makes it unappealing to take public transit. Increased busses with direct routes shortens this time and makes it worth taking public transit. I also suggest opening the canyon to only carpooling and busses at peak times in the morning to limit single occupancy vehicles and greatly reduce traffic. **(32.2.4A)** Signage at the bottom of the canyon indicating available spots at ski resorts will ease traffic caused by cars going up, only to be turned around when no spots are available **(32.2.4A)**. Any loss of boulders for climbing is unacceptable. **(32.4A and 32.4B)** These boulders are climbed year round as opposed to one season out of each year. UDOT must also consider how these alternatives impact activities in the canyon year round, and not just consider traffic in the winter. **(32.4G and 32.4P)** Please listen to and prioritize the voices of Utah residents who visit the canyon year round and not ski resorts who only want to increase their bottom line at the expense of taxpayer money. Thank you.

COMMENT #: 4495
DATE: 8/4/21 2:44 PM
SOURCE: Website
NAME: Greg Sun

COMMENT:

Bouldering in Little Cottonwood Canyon is a national treasure and a direct link to the economic growth currently happening in SLC. Utah Department of Transportation's (UDOT) current proposals drastically affect this climbing and the climbing experience to benefit a single user group - skiing industry - at the loss of climbing real estate that's heralded international attention for decades. This is ludicrous!**(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Traffic is an issue from the end of Nov to April - ski season! Why is bus use not mandated on high use days?!(**32.2.2B**) Why are we even talking of multi-million dollar policy's that benefit a single user group at the cost of the average taxpayer?! (**32.1.2D and 32.2.7A**) Tax dollars? I spend tens of thousands of local dollars annually on everything from food to property taxes, I've purchased three vehicles in two years, my son is in public school, my small business spends countless dollars - we moved here for the CLIMBING! AND I'm only one of thousands who utilize those boulders. Climbers may have been dirtbags living in the dirt at one point but no longer in this Valley. Climbers are professionals here, your doctors, real estate agents, lawyers, engineers, craftsmen, and entrepreneurs. We support a local, sustainable, economy that's thriving and growing by the day and being pushed aside to support an industry based on inhaling every possible dollar angers me. (**32.4A and 32.4B**)

Neither proposal actively addresses the issue of getting people to actually use them and have inherent flaws that are destined to fail. Loading and unloading for Alta?! Seriously? Did Snowbird ask for this? (**32.1.2D**) A bus without a mandate, subject to the same weather as everyone else? Surely people will ride it. If it is mandated, why not simply mandate use of our current system with additional parking and buses?! (**32.2.4A and 32.2.6.2.1C**)

There's viable options for public transportation that include a sustainable future for everyone and they don't include mismanagement of our public lands.

COMMENT #: 4496
DATE: 8/4/21 2:45 PM
SOURCE: Website
NAME: Meghan Pew

COMMENT:

I think non-alternating attempts need to be made before these massive reconstructing proposals are even considered. Add a toll booth, increase the bus services, etc are all easy non-impactful ways to handle the congestion in the canyon. **(32.2.9A and 32.2.4A)** Ruining the historic climbing areas to increase the amount of people that can come into the canyon is an extremely selfish capitalistic “solution” to an issue that is not that extreme. **(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4497
DATE: 8/4/21 2:48 PM
SOURCE: Email
NAME: Hannah Lewis

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Hannah Lewis
Salt Lake City, UT

COMMENT #: 4498
DATE: 8/4/21 2:49 PM
SOURCE: Website
NAME: Joshua LaMar

COMMENT:

As a climber, it is sad to see the access that will be lost in little cottonwood canyon. **(32.4A and 32.4B)**

COMMENT #: 4499
DATE: 8/4/21 2:53 PM
SOURCE: Website
NAME: Preston DeMaria

COMMENT:

We need alternatives.

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

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

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

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

.

COMMENT #: 4500
DATE: 8/4/21 2:55 PM
SOURCE: Website
NAME: Dennis Pruzan

COMMENT:

These proposals scream single use canyon! Having stops only at the resorts eliminates the benefit of public transportation other than those headed to Snowbird or Alta. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, please consider the impacts these have on the other communities that use the canyon, notably the bouldering community that takes advantage of the world class boulders along the canyon road year-round. **(32.4A and 32.4B)**

COMMENT #: 4501
DATE: 8/4/21 2:55 PM
SOURCE: Website
NAME: Emily P

COMMENT:

How will the gondola be more environmentally friendly? Gondolaworks dot com and their instagram suggests that the gondola is better than the busses in terms of environmentalism. If the energy to produce electricity is coming from Utah coal burning then it IS NOT more env friendly. The carbon emissions of the gondola itself may be less than a bus but the carbon emissions of burning coal to run the gondola and then the gondola itself is not more environmentally friendly. **(32.10A)** These plans going into 2050 are framed in a mindset that the same infrastructure/technology will be around after we build it (God forbid) until 2050. **(32.2.6H)** The gondola or the widened road will be there forever so I do not like either preferred alternative. **(32.2.9C and 32.2.9E)** But say the worst happens and UDOT continues to prioritize private industry's wants over the tax payers and environment and the gondola or road is widened. In 10 years green energy will be significantly improved and 30, even more so. If Elon Musk has his way we will be driving zero emission solar vehicles and busses (and probably rockets). But all jokes aside technology will advance and in 5 years busses could be solar powered. It is unfair to suggest that in 30 years busses will have more carbon emissions than a coal powered electric gondola because neither will probably be using the same energy source as today. **(32.10A, 32.2.6.3F, and 32.2.6.5T)** Simply with an electric bus which is not a futuristic dream it is a present one, this will be more environmentally friendly than running 30 gondola units per hour to get potentially 5 riders up to the greedy resorts in the summer. A bus can operate year-round and the system can be significantly scaled whereas the gondola cannot. **(32.2.6.3D and 32.2.6.3C)** If you know anything about the railroad (freight not passenger) you would know that the most energy efficient way to transport freight is to load the train up to capacity. They always avoid sending a train to a destination when it is empty. Filling a gondola during the ski season is one thing but running an empty gondola year round is foolish.

COMMENT #: 4502
DATE: 8/4/21 2:59 PM
SOURCE: Email
NAME: John Pherson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
John Pherson
Salt Lake City, UT

COMMENT #: 4503
DATE: 8/4/21 3:01 PM
SOURCE: Website
NAME: Callie Weldon

COMMENT:

As a regular visitor to Utah (8+ times a year) from Colorado, I recreate responsibly in your outdoor areas and help stimulate the economy by staying and enjoying local businesses. I strongly oppose both UDOT proposals for the Little Cottonwood Canyon.

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

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

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

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

COMMENT #: 4504
DATE: 8/4/21 3:01 PM
SOURCE: Website
NAME: Angela Clifford-Salisbury

COMMENT:

As a regular user of Little Cottonwood canyon for outdoor recreation, I urge you not to build the gondola. **(32.2.9E)** The impact on the environment will be devastating. Numerous locations for hiking and rock climbing will be rendered inaccessible/unusable. **(32.4A and 32.4G)** Little cottonwood is a beautiful valley and the construction of a gondola would irreparably damage the aesthetics. **(32.17A)** It will change for all people who use the valley for recreation outside of the gondola.

This plan is one sighted and oriented towards only one type of use: ski/snowboarders at the main resort, and ignores the other three season of activities in the canyon as well as the impact to every other type of sport. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please do not ruin the canyon for all other recreation. That is exactly what the gondola will do.

Moreover, the resorts are already over saturated with people. Building the gondola would more more people up the mountain creating an even more damaging impact on the area. **(32.20A and 32.20C)**

Finally, the gondola is a bad idea because it creates a massive traffic problem at the base/Granite area **(32.2.6.5E)**. A problem that will put more buses in and make the canyon less accessible for people who recreate but have no intention of recreating at the top of the canyon. **(32.1.2D)** All it does is create more congestion, more buses, and more people in a small space. Please, please reject the gondola.

COMMENT #: 4505
DATE: 8/4/21 3:02 PM
SOURCE: Website
NAME: Sam Hoffman

COMMENT:

Please don't do either of these two options. They will negatively impact more than help. Other solutions are available and should be considered. **(32.2.9C, 32.2.9E, and 32.2.2PP)**

COMMENT #: 4506
DATE: 8/4/21 3:02 PM
SOURCE: Email
NAME: Mike Peterson

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Thank you,
Mike Peterson

Sincerely,
Mike Peterson
Cottonwood Heights, UT

COMMENT #: 4507
DATE: 8/4/21 3:05 PM
SOURCE: Website
NAME: Susan Sims

COMMENT:

"The proposed options for LCC traffic mediation do not consider the impacts they will have on other land uses in Little Cottonwood aside from the ski resorts, climbing in particular. **(32.4A and 32.4B)** There are less destructive options available that will not destroy climbing areas and eliminate access forever. Please consider options that do not involve building a gondola or widening the road for high-speed buses." **(32.2.9A and 32.2.2PP)**

COMMENT #: 4508
DATE: 8/4/21 3:08 PM
SOURCE: Website
NAME: Jacob Bice

COMMENT:

The proposed plans both have a huge negative impact on other recreational opportunities in the canyon. Please reconsider these actions. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4509
DATE: 8/4/21 3:11 PM
SOURCE: Website
NAME: Erica Lynes

COMMENT:

UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.4A, 32.2.6.3F, 32.2.9A, and 32.2.2PP)** Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**. UDOT's proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttrass, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 32.4P)**

COMMENT #: 4510
DATE: 8/4/21 3:13 PM
SOURCE: Website
NAME: Josh Crawford

COMMENT:

Leave little cottonwood canyon alone! If there are too many visitors cap how many people can go up the canyon each day. Don't sacrifice our lands for a ski resort. **(32.2.2K and 32.2.4A)**

COMMENT #: 4511
DATE: 8/4/21 3:14 PM
SOURCE: Website
NAME: Bridger Pennington

COMMENT:

Coming from someone with 11 year season pass to snowbird. Please Build the gondola. It will help a lot with little cottonwood **(32.2.9D)**

COMMENT #: 4512
DATE: 8/4/21 3:14 PM
SOURCE: Website
NAME: Courtney Rhoden

COMMENT:

As a passionate climber, LCC has been on my list of places to climb for many years. The area's importance within the climbing community is immeasurable, it provides local and visiting climbers with incredible opportunities to experience boulders that are one a kind. The UDOT gondola and additional lane (s) proposals would severely limit access to the most popular climbing in LCC, thus having a massive effect on recreating opportunities within the area, and creating more impacts to other crags. Both UDOT proposals threaten iconic climbing throughout Little Cottonwood and at least 64 boulders and 273 boulder problems. **(32.4A and 32.4B)**. I implore UDOT to find alternative ways to provide transportation that do not dramatically alter the landscape of the area. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4513
DATE: 8/4/21 3:14 PM
SOURCE: Email
NAME: Kylee Love

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Kylee Love
Murray, UT

COMMENT #: 4514
DATE: 8/4/21 3:17 PM
SOURCE: Website
NAME: Rob Bain

COMMENT:

I had a few more comments, just sent in a comment. I would encourage you look at the LCC problem as "how to increase efficiency with less intrusive interventions and how can we get less people to go up the canyon" rather than what seems to be the underlying agenda of "how can we get more people up the canyon in an efficient manner". **(32.1.2D and 32.2.4A)** I would support snow sheds so we can get people up the canyon more efficiently on powder days. **(32.2.9K)** Since there is typically a wait until Ava control is finished this is a major contributor to traffic jams on the most busy days. If people were able to head up the canyon from early on this would significantly decrease the traffic issue. I have resorted to going up early in BCC before traffic gets bad and then waiting for the resorts to open. Which is a bit of a sacrifice but not a huge deal. Another intervention along with this line of thinking is have a toll. I mean LCC is an increasingly popular and valuable resource and with all natural resources of the sort we eventually have to pay for them which in one sense is a disincentive to use unless you really want to go up there. LCC is free. **(32.2.4A)** I mean few things of great desire are free and its time to half to pay for going up LCC. If the price point is appropriate then this will not price lower income people out rather it just incentivise those who are prioritizing going up LCC. **(32.2.2Y, 32.2.4A and 32.5A)** It works in Mill Creek and many other places and it will work in LCC. I would suggest a system like most all toll roads where it is not necessary to stop. **(32.2.4A)** These types of less intrusive interventions should come first before the massive changes of having a gondola or making a 4 lane road up LITTLE cottonwood canyon. IF you make these types of changes you cannot go back. Start smaller and work up. Snow sheds and a toll are the next appropriate steps and I predict you will have WAY less push back. At the moment, I don't think this is visionary rather it is it is too much too soon. Thank you again, Rob

COMMENT #: 4515
DATE: 8/4/21 3:18 PM
SOURCE: Email
NAME: Garrett Myers

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Garrett Myers
South Jordan, UT

COMMENT #: 4516
DATE: 8/4/21 3:24 PM
SOURCE: Website
NAME: Shelly Ann

COMMENT:

Why does Utah constantly want to change what is so great about it to support the masses. Whoever is part of the planning committee is just trying to make a dime and it will have a lasting impact in history and you are on the wrong side of it. Come up with something else then destroying more land
(32.2.2PP)

COMMENT #: 4517
DATE: 8/4/21 3:27 PM
SOURCE: Website
NAME: Carter Bondurant

COMMENT:

Please protect climbing areas in LLC! **(32.4A and 32.4B)**

COMMENT #: 4518
DATE: 8/4/21 3:29 PM
SOURCE: Website
NAME: Ethan Turner

COMMENT:

Please consider the impact of this on climbers in the area and accommodate the whole public with regards to access and not just the skiing population (**32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C**).

COMMENT #: 4519
DATE: 8/4/21 3:29 PM
SOURCE: Email
NAME: Zack Nielsen

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Zack Nielsen
Salt Lake City, UT

COMMENT #: 4520
DATE: 8/4/21 3:29 PM
SOURCE: Email
NAME: Chad Whittaker

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

I oppose the proposed gondola in little cottonwood canyon.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Chad Whittaker
Salt Lake City, UT 84108

COMMENT #: 4521
DATE: 8/4/21 3:36 PM
SOURCE: Website
NAME: Vincent Migliaccio

COMMENT:

Little Cottonwood Canyon's bouldering geography has taken hundreds of thousands, if not millions of years, to naturally form. If we remove and destroy this part of natural history it will literally be irreplaceable. These aren't just rocks and mountains. This is history and years/decades of natural beauty that have been forged into this landscape. It is part of what makes Utah and our canyons so special. **(32.4A, 32.4B, 32.17A, and 32.17B)** The mountains do not represent monetary value or human convenience. They should be respected and left how they were found. **(32.1.2B)**

COMMENT #: 4522
DATE: 8/4/21 3:42 PM
SOURCE: Website
NAME: Eliana Nieves

COMMENT:

Extremely unnecessary!

The scenic drive is beautiful as it is. This industrialized man-made gondola will only tarnish the view. **(32.17A)** Not only that- construction will be tedious and more than likely cause canyon closure due to construction. **(32.2.7C and 32.4C)** In the winter months the canyon is already busy with everyone going to the ski resorts- people will not be pleased with more traffic jams and or road closure due to the construction of the gondola.

Please keep the canyon as it is. In it's beautiful glory.

COMMENT #: 4523
DATE: 8/4/21 3:49 PM
SOURCE: Website
NAME: Patrick Marrinan

COMMENT:

Please find an alternative to both of these two plans. **(32.2.9A and 32.2.2PP)** Permanently and violently altering the canyon to appease the multi million dollar businesses at the top that only cater to those spending money during one season of the year is a ridiculous and unfair solution that will negatively effect the majority of canyon recreation during the majority of the year. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4A, 32.4B, and 32.4I)**. I hope you are open to receiving comments and not just to lining the pockets of ski resorts. It will be a shame to see these canyons ruined and that is exactly what a gondola or additional lanes will do.

COMMENT #: 4524
DATE: 8/4/21 3:54 PM
SOURCE: Website
NAME: Josh Verschoor

COMMENT:

I'm happy action is being taken to fix the winter time canyon congestion problem but I'm worried the two proposals are the wrong course of action. Why would UDOT not just enlarge/ create new parking lots or structures for the ski bus and then have enough ski busses running so it makes sense to actually ride them. **(32.2.9A)** The argument comes that there are too many cars then and avalanche risk. However I still haven't heard a satisfactory answer for why the canyon isn't tolled at the mouth or a pass system of sorts in place to limit personal vehicles during the winter. **(32.2.4A)** This would seem to help out with air quality as well... **(32.10A)** This seems to be the most clear and economical option. It would be easy to add electric busses from say U of U and downtown with a direct route to the canyons or ski areas this would greatly relieve the amount of cars going up the canyons. **(32.2.2I)** For that to work however there must be enough busses so people are not waiting for hours for a bus...

COMMENT #: 4525
DATE: 8/4/21 3:55 PM
SOURCE: Website
NAME: Jonathan Mitchell

COMMENT:

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

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

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

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

COMMENT #: 4526
DATE: 8/4/21 4:01 PM
SOURCE: Website
NAME: Julie Zamora

COMMENT:

Please do not move forward with this destruction in Little Cottonwood Canyon. The canyon offers recreation and public land usage that is imperative to the history of climbing in the state of Utah. **(32.4A and 32.4B)** These transportation measures to make it easier for people to enjoy one sport would compromise another. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4527
DATE: 8/4/21 4:06 PM
SOURCE: Website
NAME: Avi Rubin

COMMENT:

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

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

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

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

COMMENT #: 4528
DATE: 8/4/21 4:06 PM
SOURCE: Email
NAME: Todd Walton

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Todd Walton
Boise, ID

COMMENT #: 4529
DATE: 8/4/21 4:07 PM
SOURCE: Website
NAME: Jack Crockett

COMMENT:

As a primarily a climbing recreationalist in the canyon; my preference is the Gondola A alignment over the widened shoulder. **(32.2.9U)** This in conjunction with tolling. **(32.2.4A)** The additional trailheads and parking would be something I find acceptable as well. **(32.2.9O)** Of the options presented, this is my preference. If the option of tearing out the road in its entirety and isolating the canyon to vehicles was an option, I would pick that. **(32.2.2L)**

COMMENT #: 4530
DATE: 8/4/21 4:08 PM
SOURCE: Website
NAME: David Daeschner

COMMENT:

Do not put in a gondola or widen the road. The climbing is too important and brings people into the area!(**32.2.9C, 32.2.9E, 32.4A, and 32.4B**)

COMMENT #: 4531
DATE: 8/4/21 4:14 PM
SOURCE: Website
NAME: Traci Salisbury

COMMENT:

We need to pursue the option of limiting users in our Canyons. (32.2.2L and 32.2.4A) There is a human limit. NO gondola. NO road widening. (32.2.9C and 32.2.9E) This will be so destructive to our climbing areas and out wildlife and water. (32.4A, 32.4B, 32.12A, 32.12B, 32.13A, and 32.13B)

COMMENT #: 4532
DATE: 8/4/21 4:15 PM
SOURCE: Website
NAME: John LaMontagne

COMMENT:

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

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

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

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

COMMENT #: 4533
DATE: 8/4/21 4:17 PM
SOURCE: Website
NAME: Michal Matyjasik

COMMENT:

The proposed UDOT plan for Little Cottonwood leaves no options for rock climbers to have stops or parking at climbing areas throughout the canyon. **(32.1.2D, 32.2.6.3C, 32.2.6.5G, 32.4A, 32.4B, and 32.4P)** This is a major oversight that needs to be addressed. Either add stops for climbing and bouldering areas for the shuttle and gondola, or allow non-snowsports recreational traffic and parking areas in the canyon for other users to be able to enjoy the recreational opportunities in the canyon. **(32.4P)** LCC is one of the major local climbing destinations in northern Utah, enjoyed by tens of thousands of climbers every year. UDOT must come up with an acceptable alternative that allows continued climbing and recreational access throughout LCC.

COMMENT #: 4534
DATE: 8/4/21 4:19 PM
SOURCE: Website
NAME: Christoph von Ruexleben

COMMENT:

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

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

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

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

COMMENT #: 4535
DATE: 8/4/21 4:21 PM
SOURCE: Website
NAME: Alex Beld

COMMENT:

The UDOT proposal being pursued in Little Cottonwood Canyon would severely impact historic and iconic climbing. The level at which climbing would be impacted would be a detriment not only to the local community but the broader climbing community across the country. This is a well-known area visited by many. These changes could effectively end most of the climbing-based tourism for the area. **(32.4A, 32.4B, and 32.6D)** It would be ideal to consider an alternative that could create the desired improvements without destroying a significant source of valuable outdoor recreation. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4536
DATE: 8/4/21 4:21 PM
SOURCE: Website
NAME: Eric Givens

COMMENT:

For many years we've made trips out to little cotton wood canyon just to climb, it would be a shame to see that disappear just for more traffic that would ultimately have a negative impact on the outdoors (32.4A and 32.4B)

COMMENT #: 4537
DATE: 8/4/21 4:22 PM
SOURCE: Website
NAME: Marija Minic

COMMENT:

Please protect Little Cottonwood Canyon as a wilderness area. (32.29F)

COMMENT #: 4538
DATE: 8/4/21 4:27 PM
SOURCE: Website
NAME: Alexa Oldham

COMMENT:

Little Cottonwood Canyon should not be subject to construction. Many people come from around the world to climb in LCC, including myself. This would impact Utah's tourism, not to mention the environmental consequences. As a University of Utah student, I would hate to see development ruin one of my favorite places in the world, and I know many others that would feel just the same. **(32.4A, 32.4B, and 32.6D)**

COMMENT #: 4539
DATE: 8/4/21 4:34 PM
SOURCE: Website
NAME: David Becker

COMMENT:

Please don't ruin one of the most iconic climbing areas in the US if there are alternatives to be had!([32.4A](#), [32.4B](#), [32.2.9A](#), and [32.2.2PP](#))

COMMENT #: 4540
DATE: 8/4/21 4:37 PM
SOURCE: Website
NAME: Steve Smith

COMMENT:

I am not in favor of options that restrict access to climbing (bouldering rocks) in the corridor. The destruction or relocation of boulders associated with the widening of the road is of particular concern. I would prefer increased tolls and public transportation options (**32.4A, 32.4B, 32.2.4A, and 32.2.9A**).

COMMENT #: 4541
DATE: 8/4/21 4:41 PM
SOURCE: Website
NAME: Zoe Adams

COMMENT:

BUSES! **(32.2.9A)** The answer is not a gondola for so any reasons, a big one being the time it will take and the toll it will take on the environment to be built. There is not a clear answer, but the gondola is definitely not it!!! **(32.2.9E)**

COMMENT #: 4542
DATE: 8/4/21 4:45 PM
SOURCE: Website
NAME: Philip Uihlein

COMMENT:

please do not destroy such a beautiful and iconic area.

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

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

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

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

COMMENT #: 4543
DATE: 8/4/21 4:50 PM
SOURCE: Website
NAME: Susie Strong

COMMENT:

I have reviewed the proposals and feel that neither is a good option. **(32.2.9C and 32.2.9E)** I am a skier and like to use the canyon regularly in the winter so I understand the traffic concerns. But we also have to realize that there are limits to what the canyon can hold. These options only allow the ski resorts to grow beyond the canyon's capability. **(32.2.20A and 32.2.20C)** I would like to see more buses added along with the "snow sheds" to cover the road in the dangerous places. **(32.2.9A and 32.2.9K)** Why not see how that can help things before starting on one of these costly, large-scale options? **(32.2.6.3D)** And then make the resorts address the problem on their end by limiting people per day. **(32.2.2K)** If something additional needs to be done I think a cog rail would be the best option. **(32.2.9F)** The next best option would be the addition of a bus lane. The gondola option seems to have a few downsides: the price per ticket is not reasonable for locals, especially for families; **(32.2.4A)** it would still need to be delayed for avalanche control; **(32.2.6.5H)** you'd still have a traffic problem with people getting to the gondola base station; **(32.2.6.5E)** it would not be able to move enough people to really solve the problem. **(32.2.6.5N)**

COMMENT #: 4544
DATE: 8/4/21 4:55 PM
SOURCE: Website
NAME: Katie Cezo

COMMENT:

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

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

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

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

COMMENT #: 4545
DATE: 8/4/21 4:58 PM
SOURCE: Website
NAME: Nolan Payne

COMMENT:

Please don't destroy public landmarks. Bouldering is a beautiful hobby and many of us enjoy the boulders around Little Cottonwood **(32.4A and 32.4B)**

COMMENT #: 4546
DATE: 8/4/21 5:01 PM
SOURCE: Website
NAME: Andrew Van Slooten

COMMENT:

Please do not do either of the proposed initiatives. **(32.2.9C and 32.2.9E)** Both would damage beautiful scenery and historic climbing areas. The proposed solutions would eliminate easy access to any of these great boulders rendering the area cut off. **(32.4A and 32.4B)**

COMMENT #: 4547
DATE: 8/4/21 5:29 PM
SOURCE: Website
NAME: Katherine Bulger

COMMENT:

Both the gondola and road widening + bus solutions greatly impact the canyon ecosystem, vistas, and our drinking water and fail to serve non-ski-resort recreators. **(32.13A, 32.13B, 32.17A, 32.17B, 32.12A, 32.12B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** In short, these solutions fail locals. Is the purpose of this project to improve transportation *to the ski resorts* specifically? **(32.1.2B. and 32.1.2D)** If not, if reliable transportation to other parts of the canyon is to be considered, these solutions are insufficient. **(32.2.6.3C and 32.2.6.3G)** Non-ski-resort recreators (who are predominantly local) are supposed to pay for a solution that will not serve us and that will in fact hurt the environment we love? I believe another solution would improve the mobility, reliability and safety of travel up the canyon with minimal environmental impact: all (or almost all) travel to ski resorts be by bus (reducing traffic and accidents) (enforced via extremely limited resort parking); all vehicles going up canyon must be permitted/verified to be safe to go up the canyon in the winter/winter conditions; and a toll for driving up canyon (with carpooling discounts). **(32.2.9A, 32.2.2PP, 32.2.4A, 32.2.2B, and 32.2.2M)**

COMMENT #: 4548
DATE: 8/4/21 5:43 PM
SOURCE: Website
NAME: Maxwell Fuchek

COMMENT:

Please reconsider, it would drastically affect the roadside rock climbing. I do not support this. (32.4A and 32.4B)

COMMENT #: 4549
DATE: 8/4/21 5:55 PM
SOURCE: Website
NAME: Mikael Mrotek

COMMENT:

I am a local of Salt Lake City, UT. I greatly value Little Cottonwood Canyons' beauty and access to the wilderness. I spent approximately 3-4 days a week in the canyon rock climbing all year round. I cannot underestimate the damage either proposal would do to the beautiful granite boulders. Damage that can never be reversed or undone. Rock doesn't grow back. **(32.4A and 32.4B)** UDOTs proposals are drastic, and we should not be subsidizing the ski areas. **(32.2.7A)** Especially at the detriment of the environment and many ecosystems. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)**

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

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

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

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

-Mikael Mrotek

COMMENT #: 4550
DATE: 8/4/21 6:03 PM
SOURCE: Email
NAME: Connor Sobol

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Connor Sobol
Salt lake city, UT

COMMENT #: 4551
DATE: 8/4/21 6:06 PM
SOURCE: Website
NAME: Lisa Bell

COMMENT:

I live in Salt Lake City and Little Cottonwood Canyon is one of the true gems of the community that draws in locals and people from around the world. Destroying areas of Little Cottonwood Canyon is short-sighted. It is a decision that, if made, will be looked back upon by current and future generations as a testament to poor foresight. It is a decision that supports sacrificing public lands for the near-sighted benefit of subsidizing local skiing areas.

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

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

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

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

It is a clear mistake to destroy areas of Little Cottonwood Canyon. This is not an option.

COMMENT #: 4552
DATE: 8/4/21 6:08 PM
SOURCE: Website
NAME: Wesley Payette

COMMENT:

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

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

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

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

COMMENT #: 4553
DATE: 8/4/21 6:18 PM
SOURCE: Website
NAME: Maegan Lengel

COMMENT:

No gondola/tram!!!(32.2.9E)

COMMENT #: 4554
DATE: 8/4/21 6:19 PM
SOURCE: Email
NAME: Maren Young

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Please save our canyons!!

Sincerely,
Maren Young
Peoria, AZ

COMMENT #: 4555
DATE: 8/4/21 6:24 PM
SOURCE: Website
NAME: Edward Kowalski

COMMENT:

Concerned about proposals in Little Cottonwood Canyon. It's important to have stops in the area before ski areas. **(32.1.2D, 32.2.6.3C, and 32.2.6.5G)** Everyone is not just a skier and there considerations should be taken into account

COMMENT #: 4556
DATE: 8/4/21 6:26 PM
SOURCE: Website
NAME: Audrey Pohl

COMMENT:

I am NOT in support of building the gondola. **(32.2.9E)** I don't want it to ruin the scenery and I don't want it to become a tourist trap which the locals have to deal with too. **(32.17A)** The gondola would also take away from many amazing iconic bouldering spots in LCC. **(32.4B)** Please widen the roads or incentivize bus riding. **(32.2.4A)** This gondola thing is really dumb and is only an idea for the greedy corporate assholes at the top of the chain to profit off of. NO GONDOLA. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Widen the road, improve the bus system find a different solution than a gondola that will create more problems than it solves **(32.2.9B)**.

COMMENT #: 4557
DATE: 8/4/21 6:35 PM
SOURCE: Website
NAME: Annie Friesen

COMMENT:

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

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

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

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

COMMENT #: 4558
DATE: 8/4/21 6:46 PM
SOURCE: Website
NAME: Josh Quigley

COMMENT:

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

COMMENT #: 4559
DATE: 8/4/21 6:56 PM
SOURCE: Website
NAME: Hunter Brown

COMMENT:

Please do not go through with the UDOT initiative. It will harm the look and feel of the canyon. It will destroy a good portion of the natural habitat and climbing areas. **(32.29D)**

COMMENT #: 4560
DATE: 8/4/21 6:59 PM
SOURCE: Website
NAME: Andrew Prior

COMMENT:

Please do not pursue the gondola. It is too expensive and invasive. **(32.2.9E)** Why don't you start by the actually enforcing existing tire and chains restriction? Ticket cars in the canyon that are not awd with snow tires. **(32.2.2M Then increase bus frequency and parking at the base of the canyon.**
(32.2.9A) If waiting for the buses didn't mean adding an hour to the canyon trip I would happily ride the bus. These are solutions that we can pursue today with no great expense. Don't build a gondola.

COMMENT #: 4561
DATE: 8/4/21 6:59 PM
SOURCE: Website
NAME: Randy Ragon

COMMENT:

I'm an avid snowboarder and climber. I typically make two trips to Utah every year.

I realize there are significant transportation issues near mountain resorts and surrounding towns. However, the current options proposed do far too much to negatively impact the great area that is Little Cottonwood.

Please reconsider destroying such a unique and amazing area. **(32.29G)**

Thank you

COMMENT #: 4562
DATE: 8/4/21 7:08 PM
SOURCE: Email
NAME: Anna Hastings

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Anna Hastings
Santa Fe, NM

COMMENT #: 4563
DATE: 8/4/21 7:16 PM
SOURCE: Website
NAME: Mark Bell

COMMENT:

I recently traveled to experience the joy that friends had in bouldering in this area. Given people come from all over the world to Boulder here (and to ski), how can the plan embrace both options to maximize alternative recreation and people's experiences of Utah? **(32.2.9A)**

COMMENT #: 4564
DATE: 8/4/21 7:17 PM
SOURCE: Website
NAME: Leila Bell

COMMENT:

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

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

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

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

COMMENT #: 4565
DATE: 8/4/21 7:17 PM
SOURCE: Website
NAME: Nolan Dumont

COMMENT:

Neither of these proposed plans make much sense, especially the gondola. **(32.2.9C and 32.2.9E)** The gondola would significantly impact backcountry areas of rock climbing, skiing and hiking in a negative way. **(32.1.2D and 32.4B)** It also does not make sense because it only helps people get to the resorts, not other popular areas in the canyon, and wouldn't run in summer. **(32.1.2C, 32.1.2D, 32.2.6.3C, and 32.2.6.5G)** This seems like a huge waste and a huge impact to the canyon. It would also not help with transporting people during times of high avalanche danger. **(32.2.6.5K)** Both of these plans seem like minor fixes to major issues that will just continue to cause more problems.

COMMENT #: 4566
DATE: 8/4/21 7:21 PM
SOURCE: Website
NAME: Frank Johnson

COMMENT:

I am an enthusiastic supporter of the gondola solution Little Cottonwood Canyon!(32.2.9D)

COMMENT #: 4567
DATE: 8/4/21 7:23 PM
SOURCE: Website
NAME: Julianna Charlesworth

COMMENT:

Climbing is more than just a sport. It's an appreciation & celebration of nature and the beauty surrounding us. Taking away our ability to access some of our favorite climbs is heartbreaking. Please consider the fact that there are many people who not only climb but like to enjoy the views. **(32.4A, 32.4B, 32.17A, and 32.17B)**

COMMENT #: 4568
DATE: 8/4/21 7:26 PM
SOURCE: Website
NAME: David Cap

COMMENT:

To whom it may concern,

I have decided to comment on the recent proposals in the Little Cottonwood Canyon (LCC), because this decision will affect all canyon users. I am a skier (both BC and resort), rock climber, mountain biker who spends countless days in LCC throughout the year.

First, let me say that I understand the traffic issues the LCC is facing, however I am not excited about either of the proposed options. Any new construction in the LCC will significantly and negatively affect experience of the users (with the exception of the resort skiers on the peak days). **(32.4I)**

Even though the gondola is strongly supported by the ski resorts, I believe it is the worst option for everybody else. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.9A)** It will only benefit the resort skiers, but more importantly it will create a permanent eyesore in the canyon, even when not in use during summer months. Even though the LCC is just minutes away from the city, it can really give you a perception of serenity when you are higher on the walls or bouldering lower. **(32.17A)**

With the gondola that would be visible from everywhere, that would be forever lost. And I am not even speaking about countless boulders and boulder problems that would be destroyed due to the towers and access roads. **(32.4B)**

I don't think we can really compare proposed gondola in LCC to different places (like Telluride, CO or European Alps). Gondolas there work because they are more efficient than other means of transportation. In Telluride, gondola from the town to the resort takes 13 minutes, saving people almost 50% of the potential drive time to the resort, and it is also built in the already developed ski resort (gondola in LCC would take longer than other transportation methods). And while the natural beauty of LCC can compete with Alps, the size can absolutely not, Wasatch is a tiny mountain range in comparison, so I do not think the "world's longest gondola" has any place here.

Also for the avalanche mitigation, every reasonable outdoor user will understand, that if there is an avalanche danger and the mitigation must be done, the road may close for some time. Unfortunately it seems that the ski resorts are not willing the accept that fact anymore **(32.7A)**

That brings me to the second proposal, which is widening the road combined with the improved bus service. While I think it is a somewhat better solution, it is nowhere near perfect. Compared to gondola, it would not create the same permanent eyesore in the canyon, but unfortunately it would still destroy multiple boulders and boulder problems (even more so than the gondola)**(32.17B and 32.4A)**

On top of that, the proposed parking improvements would significantly limit access to the most popular climbing areas in the whole canyon like Grit Mill and Gate Buttress (where the parking is already limited) **(32.4N, 32.4A, and 32.4P)**

For all these reasons, I would like to ask you to reconsider the current proposals that will irreversibly damage the canyon landscape, and try to find a solution that could work without major construction and destructive work in the LCC. **(32.2.9A and 32.2.4A)**

Specifically, there was a different proposal that worked with the current road (i.e. no widening would be necessary) using improved bus system. That in combination with some kind of tolling or carpool system on peak days could limit the number of visitors and keep the traffic situation in the canyon manageable. **(32.2.9A and 32.2.4A)**

Finally, let me just say one more thing. The biggest problems typically happen on powder days or couple big holidays when everybody wants to get to Alta or Snowbird, but from my experience, that happens maybe for 15-25 days each season. **(32.1.4D)** Total canyon closures due to avalanche danger are even less frequent. **(32.7A)** And it would be extremely unfortunate to permanently damage the canyon for everybody else for the rest of the year (and for decades or centuries to come)

Thank you for your consideration
David Cap

COMMENT #: 4569
DATE: 8/4/21 7:43 PM
SOURCE: Website
NAME: James Neale

COMMENT:

Please do not build a Gondola! I am planning on moving to the SLC area because of the climbing in this canyon! Please do not mess it all up by being greedy!(**32.2.9E, 32.4B, and 32.2.7A**)

COMMENT #: 4570
DATE: 8/4/21 7:47 PM
SOURCE: Email
NAME: Tara Saucedo

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Tara Saucedo
Sandy, UT

COMMENT #: 4571
DATE: 8/4/21 7:50 PM
SOURCE: Website
NAME: Menno Sennesael

COMMENT:

My biggest concern with any changes to the Canyons is the impact to the rock climbing and the access thereof. Any plans should take into consideration this form of recreation which presently relies on roadside parking. Transit options should include stops at locations, especially during prime climbing seasons. (Do not let one form of recreation (resort skiing) dominate the access and improvement goals. The canyon has so much to offer and forward looking solutions should maintain or improve access to the variety of incredible recreation possibilities. **(32.4A, 32.4B, 32.1.2D, 32.2.6.3C, 32.2.6.3G, and 32.1.2C)**
Thank you.

COMMENT #: 4572
DATE: 8/4/21 8:02 PM
SOURCE: Website
NAME: Anita Phillips

COMMENT:

Thanks for considering the impacts and solutions of travel in Little Cottonwood Canyon. Please give consideration of access for mid canyon users such as hikers, fisherman, climbers and back country skiers. Thanks **(32.1.2B, 32.1.2D, 32.2.7A, and 32.7C)**

COMMENT #: 4573
DATE: 8/4/21 8:06 PM
SOURCE: Website
NAME: Krista Kern

COMMENT:

Dear UDOT,

I am a resident of East Sandy on live on a cut thru street on a powder day. I am a skier and grew up here skiing Alta/Snowbird in the 1980's. I was born in Utah. We utilize Little Cottonwood Canyon and we chose to live close to the LCC base for that reason . I will provide suggestions after my reasons for not being in favor of the gondola.

I am NOT in favor of the Gondola for the following reasons. **(32.2.9E)** 1) the expense, and it is only used heavily for 5 prime months. With that amount of money for primary seasonal use. 2) I personally would not choose to use the gondola, I will take the bus or car pool if that is still available. **(32.2.4A)** 3) On a heavy snow day that typically shuts the canyon down for avalanche control and cleaning... won't that still be required for the gondola? What's the emergency system in place for taking folks off during extreme weather? Yikes? **(32.2.6.5H and 32.2.6.5K)** What would be the back up? 3) UDOT needs to consider its residents and those who live here. What are our needs? and the impact on our lives by a Disneyland structure up our beautiful canyon? **(32.1.2B and 32.1.2D)** Please note it's "Little" Cottonwood and by it's virtue of it's beautiful natural design isn't able to accomodate every single skier who feels entitled to be there on a powder day. **(32.1.2B)** Are those who are making this infrastructure decisions skiers themselves? do they understand how crowded it has become? and how long you wait in lift lines? **(32.20C)** My preference begins with recognizing, that there is not enough space to accomodate the cars/ skiers without regulation. I feel that the easiest "baby" step would be to shut one lane down for Peak hours going up, and Peak hours going down. **(32.2.2D)** That would enable no change in the road. I am in highly in favor of a toll. **(32.2.4A)** I am highly in favor of purchasing electric buses as they have in Park City. Park City makes a statement and commitment with their bus fleet on their environment. If we had a better bus system people including myself would use it. Improve the quality....and experience of the ride. **(32.2.6.3F)** Give road preference to bus riders and an incentive. **(32.2.4A)** Have an express bus to Alta and buses ready to go!!**(32.2.6.3K)** People wait endless amounts of time to the ride the bus. I don't know if it's possible, but if bathrooms were on the bus that would be a game changer too for young families. Include WiFi... make the bus system work. **(32.2.6.3E)** Lastly, If the road needs to be expanded... I can live with that. I was in favor of the train... BTW. **(32.2.9F)** Thanks for the efforts and to all those who keep the canyon running safe n the winter. It's a privilege to be up there and live here... let's remember that and preserve this gift we have.

Thanks,
Krista Kern

COMMENT #: 4574
DATE: 8/4/21 8:22 PM
SOURCE: Website
NAME: Curtis Allred

COMMENT:

I'm from Utah and chose to buy a house in Salt Lake City in this crazy housing market in large part because of how much I love Little Cottonwood Canyon. I am up there constantly, rock climbing, hiking, backcountry skiing. I love this canyon and have volunteered my time to maintain it's trails and donated to organizations that sustain it. I would hate to see it altered especially with an eye sore as huge as the gondola. **(32.17A)** Widening the road would tear apart many of the iconic boulders and beautiful groves of trees that I love. **(32.4A and 32.13B)** I would welcome tolls and mandatory bus requirements over either of the preferred alternatives UDOT has proposed. Employment something noninvasive first before you destroy our canyon. **(32.2.4A, 32.2.9A, and 32.2.2B)**

COMMENT #: 4575
DATE: 8/4/21 8:31 PM
SOURCE: Website
NAME: Martin Kern

COMMENT:

I am a resident in the [REDACTED] neighborhood

I am in favor of restricting car traffic up the canyon to essential workers and for others going the canyon for ski and recreation that UDOT require use of clean air buses. **(32.2.2B and 32.2.6.3F)** It seems this can be solved thru a disciplined approach that would reduce carbon emissions while being most cost effective. The road may not be ideal under all weather circumstances but neither will be the gondola. **(32.2.6.5K)** Smart planning with a larger fleet of clean air buses makes the most sense. **(32.2.9A)** The other alternative that seems best is a train but that seems to have been vetoed. Other questions, who will be footing the bills for these alternatives? **(32.2.7A)** What will be the cost for a gondola ride or bus ride ? **(32.2.4A)** We hope the ski resorts and those benefiting in the long run should finance this and not the taxpayers.

COMMENT #: 4576
DATE: 8/4/21 8:35 PM
SOURCE: Website
NAME: Gwendolyn Adams

COMMENT:

As a resident that lives right at the mouth of Little Cottonwood and recreates on Wasatch Blvd and in our canyons, I am very concerned about UDOT choosing options that do not coincide with the people who live right in the area. It feels like you only are serving the resorts and do not care that we do not want a Gondola, we do not want to widen roads in LCC to take away our Bouldering, and we do not want you to widen Wasatch Blvd. **(32.1.2D, 32.7B, 32.7C, 32.2.9C, 32.2.9E, and 32.2.9L)** only to let it bottleneck once it hits LCC. **(32.7B)** I am so discouraged that you go forward with your plans even though we do not want or need these alternatives. **(32.1.2B)** Please find more creative people who can help problem solve and serve those who actually live here and use our areas daily (vs. tourists and shareholders). **(32.2.2PP)**
Thank you, Gwendolyn

COMMENT #: 4577
DATE: 8/4/21 8:47 PM
SOURCE: Website
NAME: Lyti Weed

COMMENT:

The environmental impact, as well as the impact on the climbing is too, much. An option needs to be considered with a smaller impact on the canyon (**32.12A, 32.12B, 32.13A, 32.13B, and 32.2.2PP**).

COMMENT #: 4578
DATE: 8/4/21 8:52 PM
SOURCE: Email
NAME: Dominic Mallamo

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Dominic Mallamo
Alta, UT

COMMENT #: 4579
DATE: 8/4/21 8:56 PM
SOURCE: Email
NAME: Jason Taylor

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Jason Taylor
Kamas, UT

COMMENT #: 4580
DATE: 8/4/21 8:58 PM
SOURCE: Email
NAME: Taylor Rogers

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Taylor Rogers
South Salt Lake, UT

COMMENT #: 4581
DATE: 8/4/21 9:01 PM
SOURCE: Website
NAME: Taylor Rogers

COMMENT:

Please don't destroy our canyon. Little cottonwood is such a special canyon with it's recreation and beautiful granite cliffs. Don't take away from it's beauty (**32.4A, 32.4B, 32.17A, and 32.17B**).

COMMENT #: 4582
DATE: 8/4/21 9:05 PM
SOURCE: Website
NAME: Kristy Martin

COMMENT:

I grew up climbing in Little Cottonwood Canyon and am now raising children, bringing them to the same areas I spent time as a kid. It's heartbreaking to me that they may not exist for them to grow as stewards of the environment. I strongly believe that enough has not been done to encourage public transportation and minimize traffic before saying less invasive options to the canyon will not be effective. **(32.2.2PP, 32.2.9A, and 32.2.4A)** We should not be making drastic change to canyons based on monetary interests. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Not to mention, with climate change, it's not a given that the ski resorts will even be an attraction in the future. **(32.2.2E)**

COMMENT #: 4583
DATE: 8/4/21 9:10 PM
SOURCE: Website
NAME: Luke Lozano

COMMENT:

First off, the gondola is a waste of time: when will it be done again?, it only serves ski resorts (winter time), it will harm loads of the environment, and it will look hideous (like a Disneyland almost. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.12A, 32.13A, and 32.17A)** The bus system seems alright and will be finished sooner. **(32.2.7C)** However, lil cottonwood isn't just a ski haven, but a climbing one too and this would destroy multiple iconic bouldering locations. **(32.4A and 32.4B)** At least give the opportunity to drop ppl off at climbing spots if ur goin to ruin many. **(32.2.6.3C and 32.2.6.5G)** But seriously, think about those who live in the area before those who come to "ski" and frolick around plowing the snow away

COMMENT #: 4584
DATE: 8/4/21 9:15 PM
SOURCE: Website
NAME: Buddy Foster

COMMENT:

The gondola alternative is not a viable option for environmental reasons. This option eliminates over 100 different bouldering routes across the region **(32.4B)**. This is bigger than just the rocks that are there. LCC is a renowned place for boulderers and climbers and the decreased amount of climbs in the area limits the amount of people who desire to come the region to climb. **(32.4A)** This affects the traffic to local businesses, restaurants, retail shops as well as even government revenue due to traffic stops and potential speeding tickets. **(32.6B and 32.6D)** Please do not use the gondola alternative and choose a less invasion option for this project. **(32.2.9E, 32.2.9A, and 32.2.2PP)**

COMMENT #: 4585
DATE: 8/4/21 9:21 PM
SOURCE: Website
NAME: Bethany Little

COMMENT:

I'm a climber in the 4 corners area and am expressing my concern that this new development would dramatically harm the climbing area at little cottonwood. **(32.4A and 32.4B)** There has to be a better solution. Consider the future - tourism isn't just skiing and hiking but a growing outdoor industry full of climbers like myself who consider this a destination for climbing. You would truly be doing the state a disservice to damage this priceless climbing area. **(32.7D)**

COMMENT #: 4586
DATE: 8/4/21 9:21 PM
SOURCE: Website
NAME: Cathy Spuck

COMMENT:

I prefer the expanded bus service alternative. **(32.2.9A)** I think it can be adjusted more easily for changes in need. **(32.2.6.3D)** If climate change continues, skiing will not be as popular and the crowds will decrease. **(32.2.2E)** The gondola would be the canyon equivalent of the Salt Lake Pumps. Is there a legal way to use other unused parking lots for parking for bus patrons on the high use days like weekends holidays. The Sandy Amphitheater/Senior Center lot is not used on the weekends. The old Kmart lot in Draper could be a site. Using lots that are already available with some liability arrangements could spread out traffic and reduce the amount of new parking spaces to be built. **(32.2.2FF and 32.2.6.2.1C)**

COMMENT #: 4587
DATE: 8/4/21 9:35 PM
SOURCE: Website
NAME: Grant Doty

COMMENT:

Dear UDOT,

I am grateful that the voices of the public are being considered as we approach the problem of canyon traffic. However, I think that a more viable, less invasive solution exists. Myself and many others have voiced concerns regarding the obstruction of views and ruining the natural beauty of the canyon with additional infrastructure. I think an option that should be considered is to close SR-210 entirely to public traffic, and designate the road as shuttle-only lanes. These shuttles could be hybrid, or hopefully in the near future, fully electric. Some may view this alternative as inconvenient; this may be true, however, many of us feel that the preservation of the canyon is worth more than the convenience of having a personal vehicle at the resort base. **(32.2.2B)**

Thank you for your consideration. I hope that whichever choice is made is done with the intent of protecting the amazing landscape that we are so fortunate to enjoy.

Grant

COMMENT #: 4588
DATE: 8/4/21 9:38 PM
SOURCE: Website
NAME: JB Brockman

COMMENT:

Please protect the world renowned historic and irreplaceable climbing of Little Cottonwood Canyon. This will affect existing and future generations. **(32.4A and 32.4B)**

COMMENT #: 4589
DATE: 8/4/21 9:40 PM
SOURCE: Website
NAME: David Yaylor

COMMENT:

Please don't destroy the canyon for boulderers and climbers!(32.4A and 32.4B)

COMMENT #: 4590
DATE: 8/4/21 9:41 PM
SOURCE: Website
NAME: Molly Burbank

COMMENT:

UDOT's new transportation proposals for Little Cottonwood Canyon threaten the climbing areas that are a large part of what makes the park so great **(32.4A and 32.4B)**.

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

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

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

COMMENT #: 4591
DATE: 8/4/21 9:44 PM
SOURCE: Website
NAME: Ben Hanna

COMMENT:

Please find another solution. I believe there is a better way to solve the traffic problem in Ilc. I've seen highways where they are stacked, why can we not do something like that? Don't take away our climbing areas, for us they mean so much. **(32.2.2PP, 32.2.2RR, 32.4A, and 32.4B)**

COMMENT #: 4592
DATE: 8/4/21 10:26 PM
SOURCE: Website
NAME: Danielle Lenz

COMMENT:

I do not feel like installing and running a gondola through Little Cottonwood Canyon is the best choice for solving the transportation issue. **(32.2.9E)** First off, it would be quite the eyesore. Why do people go into the canyons? Not to see further infrastructure, but to escape it. One of my favorite things about this city, if not my favorite, is that I can feel like I don't live in one by taking a 30 minute drive up the canyon - I definitely feel like this would take away from that. **(32.17A)** Second, you are destroying boulders that provide climbing opportunities to people - it may not provide as much profit as skiing, but it's still important. **(32.4A, 32.4B, and 32.6D)** Third, there are only a handful of times a year the traffic is horrible, powder days and holiday weekends. **(32.1.4D)** This seems like quite an elaborate "solution" for a problem that is not constant. I feel like we should follow Zions lead, and close the canyon to car traffic on specific days, perhaps improve parking situations for other times. **(32.2.2B)** Sure, I don't like the sound of it, but I like it a whole lot better than constructing a goliath to be used primarily by tourists, that ruins the reason I love Little so much.

COMMENT #: 4593
DATE: 8/4/21 10:29 PM
SOURCE: Website
NAME: Murel Addison

COMMENT:

Please build the gondola. Busses pollute, expanded roadways destroy the canyon, avalanche sheds will further interrupt a delicate ecosystem. **(32.2.9D, 32.13A, 32.13B, 32.13E, and 32.2.6.5Z)** I'm not a scientist, but won't the sheds draw heat with all that exposed concrete? **(32.2.6.2.3B)** Not to mention the destruction of the climbing boulders! **(32.4A and 32.4B)** Please build the gondola, for the environment and for the animals. Shuttle busses are noisy and dirty, break and leak fluids, and hit animals and pedestrians. **(32.13B)**. Gondolas silently whizz overhead and spew nothing but beautiful views. For everyone's future, do not expand this roadway. Thanks.

COMMENT #: 4594
DATE: 8/4/21 10:35 PM
SOURCE: Website
NAME: Nicholas Koch

COMMENT:

I've been a climber, runner, skier and biker in SLC for years now.

While I understand the congestion issues in LCC, as well as the demand for resort skiing, adding in a tram system would irreparably damage the natural beauty of the canyon, and I strongly feel that less permanent, more conservative measures should be tried before doing something that cannot be truly undone. **(32.17A and 32.2.2PP)**

On a more personal level, the idea of a loud, visually obvious tram system in a relatively untouched, easily accessed natural space breaks my heart. **(32.17A and 32.11D)** One of the best things about our fine city is that it lives in balance between making nature accessible while leaving it rugged, free and traditional.

Putting a tram in would tip the balance too far in the "built up" direction, and would permanently mar the free, accessible resource shared by our entire community.

COMMENT #: 4595
DATE: 8/4/21 10:48 PM
SOURCE: Website
NAME: Ben Vandel

COMMENT:

This will only further the economic and racial disparities in the outdoor industry by making the most beautiful part of the Wasatch harder to access to those less affluent. **(32.4G and 32.4P)** It also will harm the natural landscape and set an awful example for the future generations left to battle climate change. SHAME **(32.17A and 32.17B)**

COMMENT #: 4596
DATE: 8/4/21 10:56 PM
SOURCE: Website
NAME: Ellie Rubin

COMMENT:

Please consider other less invasive options such as a tool road to reduce traffic while preserving climbing areas. (32.2.4A, 32.2.2Y, 32.4A, and 32.4B)

COMMENT #: 4597
DATE: 8/4/21 10:58 PM
SOURCE: Website
NAME: Eric Odenthal

COMMENT:

Please Protect Little Cottonwood Climbing. Climbers bring revenue to the area year round as they visit from around the world. **(32.4A, 32.4B, and 32.6D)** Can the ski area really sustain that many people? **(32.20C)** Full parking plus non stop gondola? I think that is a good way to destroy nature for many people all at once. Slow down the process, learn about access and respect for natural resources. **(32.29G)**

COMMENT #: 4598
DATE: 8/4/21 11:06 PM
SOURCE: Website
NAME: Isabella Anderson

COMMENT:

PROTECT OUR LITTLE COTTONWOOD CANYON (32.29G)

COMMENT #: 4599
DATE: 8/4/21 11:21 PM
SOURCE: Website
NAME: Derek Tillotson

COMMENT:

The thought that the gondola will alleviate canyon traffic is absurd... If there is an open road up the canyon, people are going to drive it. People will only opt for the gondola if the canyon is already packed with traffic. **(32.2.4A and 32.7C)** If your goal is to get as many people on the mountain as possible, the gondola makes sense. **(32.1.2B)** Good for Snowbird, bad for LCC.

COMMENT #: 4600
DATE: 8/4/21 11:34 PM
SOURCE: Email
NAME: Everett Rhinehalt

COMMENT:

Dear Utah Department of Transportation (UDOT),

Is this really the best solution y'all could come up with? Any random 4th grader could've drawn these gondola designs. Everyone working on this should feel bad if this is the best work they can produce. Wow. Hopefully your kids' idea of a good time includes staring at concrete and steel beams... Cuz that's what you're setting them up for **(32.2.2PP)**

Sincerely,
Everett Rhinehalt
Fremont, CA

COMMENT #: 4601
DATE: 8/4/21 11:41 PM
SOURCE: Website
NAME: Tad Turgeon

COMMENT:

I don't support the gondola. **(32.2.9E)** It doesn't alleviate any road issues by removing traffic, traffic will still queue up for little and big cottonwood despite a gondola. **(32.2.4A and 32.7C)** Also it's not curious that the laCaille land is not available for non gondola options. **(32.2.2X)** The gondola only serves the resort share holders and the laCaille landowners who clearly don't want to be part of a solution unless the millions of UDOT money goes to facilitate their profits. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We as taxpayers are looking for common sense solutions, not to generate profit with our highway tax money. When discussing improvements to Wasatch and 210, the improvements should be the most beautiful Wasatch blvd possible with bike/pedestrian lanes separate from the road travelled by vehicles (think-glenwood canyon,co) and sheds/tunnels to protect existing hwy 210. **(32.2.6.2.2A)** The money needs to be spend on road improvements for the comfort and appeal of vehicles and vastly increased bus service. **(32.2.9A)** I would support mandatory bussing for everything except service and emergency vehicles. **(32.2.2B)** The whole issue is blown out of proportion, we don't have to solve traffic problems on snow days, we need solutions for everyday and UDOT does a great job of keeping that road open. **(32.1.2B)** Yes, it will be congested when it snows due to traction and crowds, we as Utahns support that and we put it on our license plates. Greatest snow on earth. It's normal everywhere on this planet to have congestion in storms, it's not unique to the 210

COMMENT #: 4602
DATE: 8/5/21 12:06 AM
SOURCE: Website
NAME: Adrianna Pouver

COMMENT:

I do not want this to happen! Leave our canyons be, I am so upset that Mother Nature is going to be disturbed in this way. We won't stand for it!!(32.29G)

COMMENT #: 4603
DATE: 8/5/21 12:30 AM
SOURCE: Email
NAME: Jacob Ostler

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Please don't develop here. This is nature. It is pristine, beautiful, brings so much value, and is my retreat and "the retreat of many others from the city.

Sincerely,
Jacob Ostler
SLC, UT

COMMENT #: 4604
DATE: 8/5/21 12:45 AM
SOURCE: Website
NAME: Merryellen Hughes

COMMENT:

These are not options that will allow climbers to access routes. **(32.4A and 32.4B)** There must be a better way. A better alternative to transportation in Little Cottonwood Canyon. **(32.2.2PP)** I have lived here all my life. I pay my taxes. I am a responsible outdoor recreationist. It would be disingenuous not to listen to the residents that spend their time and money taking care of this Canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** We need a better option that will allow climbers the access we need. **(32.4A and 32.4B)** Outdoor climbing is a big draw for our state and these options you have presented will damage that relationship climbers and outdoor recreationists will have here. Please reconsider!!!

COMMENT #: 4605
DATE: 8/5/21 1:28 AM
SOURCE: Website
NAME: David Mason

COMMENT:

LCC is a world renowned climbing destination and one of the main reasons why Salt Lake City is home to so many climbers. The impact of gondolas or new bus lanes on roadside climbing areas, nature and the environment will be hugely detrimental to the entire area. **(32.4A, 324B, 32.13A, and 32.13B)**

COMMENT #: 4606
DATE: 8/5/21 1:50 AM
SOURCE: Website
NAME: Ben Rubin

COMMENT:

Please stop this project from destroying any natural surroundings. How ironic it is to damage the environment the transport people to a ski resort where they can enjoy the natural environment. Ski resorts already do enough damage as it is. Think outside the box on this one **(32.29G)**

COMMENT #: 4607
DATE: 8/5/21 1:52 AM
SOURCE: Website
NAME: Andrew McCauley

COMMENT:

As a lifelong climber who has enjoyed little cottonwood canyon, I am very much in disagreement with your expansion plans which will damage and remove many of the boulders and rocks which I hold dear. I hope that you will reconsider your plan and readjust your goals for the expansion of the canyon.
(32.4A, 32.4B, and 32.1.2B)

COMMENT #: 4608
DATE: 8/5/21 3:32 AM
SOURCE: Email
NAME: Sam Larsen

COMMENT:

Hello,

I've lived at the mouth of Little Cottonwood on Little Cottonwood Lane for the last 21 years. We've been at the heart of the disruption caused by the coveted powder day. But as annoying as the traffic is, I feel more inclined to preserve our beautiful canyon. I think you should take a closer and more creative look at the solutions that do not require massive infrastructure projects that will permanently damage the canyon. **(32.2.2PP)** I do not support a gondola or excessive expansion of the LCC road into a freeway. **(32.2.9C and 32.2.9E)**

A more developed bussing system will solve the issue. I grew up skiing Alta and Snowbird. In the winters I'd rush home from school and walk or be driven to the Little Cottonwood Canyon Park and Ride and try to catch a bus up to ski a few runs before closing. The penalty for missing the bus was that I didn't get to ski that day because the wait times between busses was too long. I've spent many hours of my life waiting for canyon UTA busses. I didn't mind much at the time, but as soon as I was able to drive myself, I wanted to cut out the waiting time and drive the canyon instead. The UTA canyon busses can be SO much better. An effort to expand the current bussing system is the solution. **(32.2.9A and 32.2.6.3K)**

I am currently living in Austria for the next year or so. The public transit system here is much more refined and reliable to anything I've found in the US. Nobody here feels the need to drive because the LONGEST you ever have to wait for a train/tram is 5 or 6 minutes. That being said, I applaud UTA for the UVX service implemented in Utah county. I believe that the best solution to preserve our canyons is for UTA to do 3 things:

1. De-incentivize driving. Make LCC into a 12 mile long bus lane between the hours of 7-10 and 3-4. No private cars allowed to or from the resorts without a valid reason during these peak hours. If you want first tracks, then you'll have to take the bus. **(32.2.2B)**
2. Really develop transit hubs into quick, efficient systems where people can hop out of their car and into a bus within minutes. No waiting around, no trying to time your day around a bus schedule, and easy parking. During peak times, busses depart every 3 minutes (like they do here in Austria). And keep it cheap. It has to be the cheapest way to get up the canyon. Take a portion of the millions a gondola would cost and subsidize the busses for everyone. **(32.2.6.3N)**
3. Avalanche proof the road. I'm sad to think that giant avalanche sheds might be needed to do this, but I think that it is the right choice. These are common on the mountain roads I've been on here in Austria and I know the benefit of them in LCC will be immense **(32.2.9K)**.

At the end of the day, there will always be a bottleneck somewhere. Increasing how many people/hour you can transport up the canyon will only create bottlenecks at the ski resort or transport hubs. **(32.1.2B, 32.7B, and 32.7C)** I don't believe Alta or Snowbird can support the larger increase of people that this program is aiming for (Evidenced by the increasing lift-line wait times that already exist). These two organizations stand the most to gain out of this project and I believe that they should foot the bill. **(32.2.0C and 32.2.7A)**

In summary, there is a stark difference in feel as one drives up LCC in comparison to Provo or Parley's canyon. Please don't carve out the mountain and ruin our hiking trails and climbing spots by upgrading the road to a 4 lane freeway, or by starting a multi-year construction project to build a gondola. **(32.4A, 32.4B, and 32.4P)** Expand access to the resorts by busses. The current Park and Rides are too small, the wait is too long, and the process too hectic. **(32.2.6.2.1C)** Plenty of mass shuttle systems exist in the world to model the solution for LCC. I know this has been a tricky problem to solve, and I appreciate the opportunity to give my input. Thank you for your consideration of my comment.

Sincerely,

Sam Larsen

COMMENT #: 4609
DATE: 8/5/21 5:31 AM
SOURCE: Website
NAME: Peter Ashcroft

COMMENT:

As a citizen, member of the public, and frequent visitor to Little Cottonwood Canyon, I strongly prefer the "No Action" Alternative to any of the alternatives considered, and especially to the gondola.
(32.2.9G)

This entire study has been driven by the desire to deliver as many people to the top of the canyon as possible, and to minimize travel time. **(32.1.2B and 32.1.2D)** Moreover, the study has been inordinately shaped by the mandate to deliver skiers immediately after a large snowfall, (when avalanches are of greatest risk). **(32.1.2B)** I reject further industrialization of the canyon. I reject sacrifice of any of the beauty and wildness of the canyon on the altar of ski-industry profits. Leave the canyon as it is. If that means that fewer people visit, or some Alta snow remains untracked for a day, so be it.

COMMENT #: 4610
DATE: 8/5/21 6:01 AM
SOURCE: Website
NAME: Jenny Christensen

COMMENT:

I do not support this type of expansion in LCC. The threat to climbing and the beauty of the canyon is not worth this cost. Please reconsider other options (**32.4A, 32.4B, 32.17A, 32.17B, and 32.2.2PP**).

COMMENT #: 4611
DATE: 8/5/21 6:39 AM
SOURCE: Website
NAME: Michael Bothwell

COMMENT:

Please do NOT move forward with your current plan to destroy rock climbing and bouldering routes. It is needlessly destructive and ruins Utah's natural treasures. **(32.4A and 32.4B)**

COMMENT #: 4612
DATE: 8/5/21 6:44 AM
SOURCE: Website
NAME: Sam Wellskopf

COMMENT:

As a climber and backcountry skier, I oppose the gondola and road widening as it will forever impact lcc in a way that directly affects how I and many others like to recreate in the canyon **(32.2.9C, 32.2.9E, 32.4A, and 32.4B)**. I understand the traffic is a problem that has to be solved, but I think UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon. **(32.2.9A and 32.2.4A)**

Thank you,
Sam

COMMENT #: 4613
DATE: 8/5/21 6:52 AM
SOURCE: Website
NAME: Robert Jones

COMMENT:

I understand it has been difficult with traffic flow up the canyon, but skiing is a small part of what happens up the canyon. The rock climbing and bouldering up the canyon is iconic, historic and must be preserved. **(32.4A and 32.4B)**

COMMENT #: 4614
DATE: 8/5/21 6:54 AM
SOURCE: Website
NAME: Jon Teaford

COMMENT:

Please support climbers' access to Little Cottonwood Canyon. It is a treasure. **(32.4A and 32.4B)**

COMMENT #: 4615
DATE: 8/5/21 7:19 AM
SOURCE: Email
NAME: Liza Paustenbaugh

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Liza Paustenbaugh
Salt Lake City, UT

COMMENT #: 4616
DATE: 8/5/21 7:20 AM
SOURCE: Email
NAME: Taylor Moulton

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Taylor Moulton
Pleasant Grove, UT

COMMENT #: 4617
DATE: 8/5/21 7:24 AM
SOURCE: Website
NAME: James Welck

COMMENT:

I'm not from Utah, but as a climber, little cottonwood is a destination that many of us travel out of state to visit. This project negatively affects the climbing in the area, and would be an overall net loss. **(32.4A and 32.4B)** Preserving nature increases tourism to local areas and encourages people to travel from out of state to spend money in the community. **(32.6D)** Please consider this and take the appropriate steps to ensure the climbing in Little Cottonwood is protected.

COMMENT #: 4618
DATE: 8/5/21 7:34 AM
SOURCE: Website
NAME: Matthew Gill

COMMENT:

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

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

Thank you,
Matt

COMMENT #: 4619
DATE: 8/5/21 7:47 AM
SOURCE: Email
NAME: Gabby Benson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

And for the sake of the natural beauty and views that are native to the canyon, for the love of all - don't pollute the canyon with this eyesore. **(32.17A and 32.17B)** This isn't back to the future - the mountains are an escape from all that nonsense. Bringing this to the "mountains will only harm what God has naturally given us.

Sincerely,
Gabby Benson
Murray, UT

COMMENT #: 4620
DATE: 8/5/21 8:04 AM
SOURCE: Website
NAME: Bridget DeShazo

COMMENT:

Neither alternative is acceptable- they both will negatively impact the climbing experience at Little Cottonwood. Take away or impact those boulders and you will see significantly less tourist dollars spent locally. **(32.4A, 32.4B, and 32.6D)**

COMMENT #: 4621
DATE: 8/5/21 8:07 AM
SOURCE: Website
NAME: Brandon Hill

COMMENT:

To follow through with a gondola or road expansion before the trial and implementation of low impact traffic mitigation is whack. Current proposals only value one user group and do not value the landscape (32.2.2PP, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).

COMMENT #: 4622
DATE: 8/5/21 8:15 AM
SOURCE: Website
NAME: Mark Loeffelbein

COMMENT:

Ski resorts need to be required to provide permanent lockers for seasonal storage of ski gear for each season pass they sell. This would encourage the use of UDOTs proposals by season pass holders. **(32.2.3A)** To back this up the ski resorts should only allow parking for daily pass holders as they are not the major contributors to the problem that is occurring. If ski resorts can't do their part there should be no effort on the part of UDOT to solve the problem. **(32.2.2K and 32.2.7A)**

COMMENT #: 4623
DATE: 8/5/21 8:26 AM
SOURCE: Website
NAME: Sheryl Schindler

COMMENT:

Please keep our canyons natural. Instead of building roads or gondolas for the small number of high traffic ski days, use mandatory buses. **(32.1.4D, 32.2.9C, 32.2.9E, and 32.2.2B)** Individual automobiles create traffic and the potential for accidents. Eliminating or reducing cars is the best and most economical solution. **(32.2.4A)** I oppose building in our canyons.

COMMENT #: 4624
DATE: 8/5/21 8:34 AM
SOURCE: Website
NAME: Byron Zick

COMMENT:

To Whom it May Concern,

When considering and implementing which transportation alternatives to proceed with, I urge you to consider the impacts to established and potential rock climbing areas, including several bouldering routes within the path of the bus and gondola options. **(32.4A and 32.4B)** In addition to the primary objective of accessing mountain communities, please also consider access to climbing areas using public transportation. **(32.1.2C, 32.2.6.3C and 32.2.6.5G)** Doing so would enable both skiers and climbers to access these areas without relying on private transportation, therefore lessening the impact on each climbing/parking area.

Thank you for your consideration and efforts to satisfy these multiple user groups.

Regards,
Byron Zick

COMMENT #: 4625
DATE: 8/5/21 8:36 AM
SOURCE: Website
NAME: Shanyne Van Strien

COMMENT:

You must consider alternate and less invasive options regarding the parking lot in LCC. **(32.2.2PP and 32.2.9A)** There are hundreds of climbing routes (that are extremely important to the communities that permanently rise here in SLC and the valley) that will be affected if we do not use less detrimental options. **(32.4A and 32.4B)** The Gondola and adding the additional lanes onto the road of LCC will forever change the landscape and recreational access that the people of Utah utilize and admire everyday. **(32.4A and 32.4B)** There has to be alternate and less invasive options available. Frequent electric bus services, tolling, and other traffic mitigation strategies should be implemented and proven not effective before any permanent changes to LCC are made. . **(32.2.2PP, 32.2.9A, and 32.2.4A)**

Again, there are thousands of permanent Utah and SLC residents who love and appreciate the boulders and rock climbing that LCC provides. These must be other options besides destroying access to these areas.

COMMENT #: 4626
DATE: 8/5/21 8:37 AM
SOURCE: Website
NAME: Grant Nickle

COMMENT:

The gondola concept is hurried and flawed in several ways. Utilizing the bus systems and adding parking/pick up points in cottonwood heights and the surrounding areas will keep congestion down, reuse lots which currently lay vacant, and allow for local businesses to sell to individuals who park in these off-site lots before their trip up the canyon to recreate. **(32.2.2I)** Don't just add towers and bifurcate outdoor spaces for 2 ski resorts which offer limited activities. **(32.1.2B, 32.1.2D, 32.2.7A, and 32.7C)**

COMMENT #: 4627
DATE: 8/5/21 8:39 AM
SOURCE: Website
NAME: Kay Murray

COMMENT:

I believe this area has greater value as is and should be left alone. (32.2.9G and 32.29D)

COMMENT #: 4628
DATE: 8/5/21 8:40 AM
SOURCE: Website
NAME: Katy Gardner

COMMENT:

A third option needs to be considered re: controlling winter traffic in the canyons. The current two options would both dramatically impact recreational climbing and the overall landscape of LCC, all while using taxpayer dollars to create a more efficient way for the private ski resorts to funnel money into their own pockets. **(32.4A, 32.4B, 32.1.2D, and 32.2.7A)** The gondola only servicing the resorts makes that option pointless and a thinly veiled attempt at catering to these money-making and high-tourist-traffic establishments **(32.1.2B and 32.2.7A)**. One of the gondola stations being proposed at 260+ feet would also make it a considerable eyesore. **(32.17A)** The gondola, at a bare minimum, should also service trailheads for backcountry users. **(32.2.6.5G)** The other option, expanding the road, would encourage increased traffic to the canyons, cause massive construction and ultimately destruction to the canyon we love. **(32.7C and 32.13B)**

COMMENT #: 4629
DATE: 8/5/21 8:40 AM
SOURCE: Email
NAME: Hanna Zwemke

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Hanna Zwemke
Syracuse, UT

COMMENT #: 4630
DATE: 8/5/21 8:48 AM
SOURCE: Website
NAME: Cole Lawrence

COMMENT:

I do not support this idea. The 4 lane HWY will destroy a less quantifiable recreational opportunity up and down LCC. **(32.4A, 32.4B, and 32.4I)** The creekbed and surrounding areas are a huge attraction for many different opportunities. LCC draws millions of non-skiers for other rec opportunities. **(32.1.2C and 32.1.2D)** Yes, the skiing brings in \$\$ but there is so much value during all four seasons that is much harder to track. Don't do this, it will really mess up what SLC has going for it.

COMMENT #: 4631
DATE: 8/5/21 8:48 AM
SOURCE: Email
NAME: Ellie Johnson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

I've been visiting Little Cottonwood Canyon each summer for as long as I can remember. I don't want to imagine the canyon views blocked by gondola towers and wires! **(32.17A)** Protect the natural beauty of our canyons. Ski resorts will be FINE without the gondola.

Sincerely,
Ellie Johnson
Provo, UT

COMMENT #: 4632
DATE: 8/5/21 8:51 AM
SOURCE: Website
NAME: Laura Pianowski

COMMENT:

Do not destroy irreplaceable boulders for a road. **(32.4A)**

COMMENT #: 4633
DATE: 8/5/21 8:56 AM
SOURCE: Email
NAME: Justin Boyer

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4634
DATE: 8/5/21 8:58 AM
SOURCE: Email
NAME: Frank Zadravec

COMMENT:

Dear Utah Department of Transportation,

My family and I are multiseason users of LCC, and are horrified by such a disruptive plan to the environment in order to expand access to resort users only at the cost of significant environmental impact. I value the wildness and beauty of the Wasatch Mountains, please see my comments/questions below on the Little Cottonwood Canyon Draft Environmental Impact Study (DEIS):

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Frank Zadravec
Salt Lake City, UT

COMMENT #: 4635
DATE: 8/5/21 9:03 AM
SOURCE: Website
NAME: Andy O'Brien

COMMENT:

Please don't mess up the bouldering in LCC! As a skier and a climber both are just as important of resources. Screwing one to fix the other doesn't make anything better! Please keep the bouldering in LCC intact!(**32.4A and 32.4B**)

COMMENT #: 4636
DATE: 8/5/21 9:06 AM
SOURCE: Website
NAME: Lily Ferguson

COMMENT:

BUSES!! do this for the future, for our planet and our beautiful mountains. please. **(32.2.9A)**

COMMENT #: 4637
DATE: 8/5/21 9:06 AM
SOURCE: Website
NAME: Jake Blanton

COMMENT:

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

COMMENT #: 4638
DATE: 8/5/21 9:11 AM
SOURCE: Email
NAME: Madeline Ruiz

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4639
DATE: 8/5/21 9:14 AM
SOURCE: Email
NAME: Graham Noteboom

COMMENT:

There are so many other activities to do in LCC that the gondola will not provide access too. We need a solution that takes cars off the road and limits the number of people in the canyon. **(32.1.2B, 32.1.2D, and 32.2.2L)** We are already past the point of where over crowding of the resorts/backcountry is bringing down the quality of the experience. **(32.20C)**

COMMENT #: 4640
DATE: 8/5/21 9:14 AM
SOURCE: Email
NAME: Emma Myers

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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We love our canyons, please fight to preserve them!

Sincerely,
Emma Myers
Salt Lake City, UT

COMMENT #: 4641
DATE: 8/5/21 9:17 AM
SOURCE: Website
NAME: Tristen Polensky

COMMENT:

Hello,

I am writing to advocate for the climbers of Cottonwood Canyon. This location is a gem for the global climbing community, and not taking this into consideration in the proposals for this area is a shame. I understand the efforts in decreasing traffic, but please consider everyone this impacts before making a decision. Thank you. **(32.4A, 32.4B, and 32.29G)**

COMMENT #: 4642
DATE: 8/5/21 9:23 AM
SOURCE: Website
NAME: Ken Turley

COMMENT:

Hello, I'm writing you from Montana. Little Cottonwood Canyon is a world-famous climbing area, true asset to the sport in general, and to Utah specifically. Utah, in turn, is also a national and global center for rock climbing, especially gaining prominence as climbing has become an Olympic sport. You have some of the best gyms in the country in SLC. You have many of the leading athletes, trainers and sports scientists in climbing. And Little Cottonwood Canyon is synonymous with all of this. I suggest you educate yourself on the importance of this world-unique climbing area and include its protection and ongoing access in your planning. Thanks. **(32.4A and 32.4B)**

COMMENT #: 4643
DATE: 8/5/21 9:26 AM
SOURCE: Website
NAME: Natalie Johnson

COMMENT:

Please don't build a gondola in LLC. It's a beautiful canyon and I have been recreating there for years. A gondola does not provide for all user groups in the canyon. Please consider a rapid bus system instead. **(32.2.9E, 32.1.2D, 32.7B, 32.7C, and 32.2.9A)**

COMMENT #: 4644
DATE: 8/5/21 9:26 AM
SOURCE: Email
NAME: Alex Kereszti

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Alex Kereszti
Salt Lake City, UT

COMMENT #: 4645
DATE: 8/5/21 9:26 AM
SOURCE: Email
NAME: Jenna Winkler

COMMENT:

Hello,

I appreciate the opportunity to provide comments on the proposed ideas to alleviate traffic concerns in Little Cottonwood Canyon.

I recently relocated to this area and spend all of my free time climbing locally. It was one of the main reasons we chose this city. The climbing is world class and access to these areas is incredibly unique. I know I'm not the only one - many other climbers and recreationists move or visit here to experience all that Little Cottonwood has to offer.

If any of the current proposed solutions were enacted in the canyon, they would cause irreversible damage to the hundreds of bouldering problems that bring people to this area. You can find the names of these boulders and their locations at <https://www.saltlakeclimbers.org/lcc-udot-eis>. **(32.4A and 32.4B)**

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

In addition, the proposed parking lot "improvements" would severely limit access to the most popular climbing in the canyon by dramatically reducing the already limited parking currently available at the Gate Buttress, Grit Mill, and at the lower Little Cottonwood Park and Ride. **(32.4N and 3.4P)**

We need your help to save these beloved areas. Please help us preserve this canyon for future generations. There are other ways to help provide safe and fast transportation that doesn't destroy this incredible resource. **(32.29G)**

Thank you for your time.

COMMENT #: 4646
DATE: 8/5/21 9:32 AM
SOURCE: Website
NAME: Nick Noorda

COMMENT:

We don't want the gondola in Little Cottonwood Canyon! It's going to cost us more money to make things worse. It only provides access to a fraction of the recreation that goes on in the canyon. Honestly tho, even if it did provide access to more activities, most still wouldn't want the gondola in the canyon because it destroys the beauty and the intrinsic value of the canyon. Please don't build the gondola!(**32.4I, 32.17A, and 32.2.9E**)

COMMENT #: 4647
DATE: 8/5/21 9:32 AM
SOURCE: Email
NAME: Shawna Noyes

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4648
DATE: 8/5/21 9:33 AM
SOURCE: Website
NAME: Dustin Rasnick

COMMENT:

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

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

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

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

COMMENT #: 4649
DATE: 8/5/21 9:36 AM
SOURCE: Email
NAME: Martina Tibell

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Martina Tibell
Salt Lake City, UT

COMMENT #: 4650
DATE: 8/5/21 9:39 AM
SOURCE: Website
NAME: Melissa Flynn

COMMENT:

The proposed ideas would take away some of the best climbing this area has to offer. Please consider a way for climbers to still access this area and enjoy the beautiful rock!**(32.4A and 32.4B)**

COMMENT #: 4651
DATE: 8/5/21 9:54 AM
SOURCE: Website
NAME: Katrina Le

COMMENT:

Little Cottonwood is a magical place for enjoying the outdoors. There is skiing, biking, hiking, and climbing. Little Cottonwood is a place I feel at home and a large part of that is due to climbing. There are so many options before going to road-widening and gondolas to consider first. **(32.2.2PP)** By widening the road as well as building a gondola, iconic climbing that has made Little Cottonwood Canyon a worldwide top-notch climbing destination will be destroyed. **(32.4A and 32.4B)** I urge other options to be considered first before so many of the problems I've enjoyed are destroyed.

COMMENT #: 4652
DATE: 8/5/21 9:55 AM
SOURCE: Website
NAME: Kristin Hamilton

COMMENT:

The current proposals will permanently alter the landscape and climbing experience at little cottonwood canyon. We are asking that you find another solution! Thanks **(32.4A, 32.4B, and 32.2.2PP)**

COMMENT #: 4653
DATE: 8/5/21 9:57 AM
SOURCE: Email
NAME: Alex Thompson

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Alex Thompson
Sandy, UT

COMMENT #: 4654
DATE: 8/5/21 10:01 AM
SOURCE: Website
NAME: Tyee Stewart

COMMENT:

Both propositions would severely impact the climbing scene in Utah. The boulders affected are iconic and should be left as is and the parking can't change or else they will be rendered inaccessible. Climbers tend to stay in areas for a long time and stimulate local economies by bringing money from somewhere else in. **(32.4A, 32.4B, 32.4P, and 32.6D)**

COMMENT #: 4655
DATE: 8/5/21 10:07 AM
SOURCE: Website
NAME: Christopher Hales

COMMENT:

This gondola proposal in SLC would be horrendous and an absolute nightmare. Not only will there be no climbing access, no back country ski access. **(32.4A, 32.4B, and 32.4G)** ..this endeavor would forever tarnish and destroy the canyon. All of this to support more crowds at two resorts that are already over crowded? **(32.1.2B and 32.20C)** This would be a taxpayer handout to wildly profitable ski resorts. This is truly an expensive and inconsiderate idea. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I recommend w implement more buses, more parking at the mouth of the canyon, as well as an incentive to ride the abuse (either expensive parking at the resorts or a discount on the ski pass). **(32.2.9A, 32.2.6.2.1C, and 32.2.4A)** You wouldn't even need to widen the road. Please take this into consideration for current and future generations.

COMMENT #: 4656
DATE: 8/5/21 10:11 AM
SOURCE: Website
NAME: Andrew Hudson

COMMENT:

The current plans do not include options to allow for parking access for climbing in little cottonwood canyon. Climbing access is an important reason why I would choose to travel to the Salt Lake area.
(32.4P)

COMMENT #: 4657
DATE: 8/5/21 10:19 AM
SOURCE: Website
NAME: Kimberley Flores

COMMENT:

Please keep climbers in mind when you make your transportation decisions for Little CC. Please strive to protect the world renowned historic and irreplaceable climbing of Little Cottonwood Canyon. The canyon has many users, not just skiers. **(32.4A, 32.4B, and 32.1.2D)**

COMMENT #: 4658
DATE: 8/5/21 10:19 AM
SOURCE: Email
NAME: Tanner Nichols

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Tanner Nichols
Orem, UT

COMMENT #: 4659
DATE: 8/5/21 10:25 AM
SOURCE: Website
NAME: Alexander Wilson

COMMENT:

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

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

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

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

COMMENT #: 4660
DATE: 8/5/21 10:47 AM
SOURCE: Email
NAME: Ricco Cordova

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4661
DATE: 8/5/21 10:48 AM
SOURCE: Website
NAME: India Walden

COMMENT:

This construction is not needed and will take away from the beautiful world that we are already losing every day. Don't build anymore roads or gondolas please!(**32.2.9C and 32.2.9E**)

COMMENT #: 4662
DATE: 8/5/21 10:57 AM
SOURCE: Website
NAME: Benjamin Roa

COMMENT:

The proposed gondola and lane extension projects in little cottonwood are short sighted and a net negative for everyone using the canyon. **(32.17A and 32.17B)** Little Cottonwood is one of the best easy-access wilderness areas adjacent to a large city in the world, and adding significant infrastructure described in these projects will massively and irreversibly detract from this incredible resource. Little cottonwood is for more than just skiing; the hiking, biking, and climbing experience in the canyon will be degraded greatly as a result of this project, and these activities are bringing in appreciable financial growth in the form of emigration to the state, as well as outdoor industry involvement in Salt Lake City. **(32.4A, 32.4B, 32.4I, 32.4P, and 32.6D)** Even when setting aside the impact on all forms of recreation in the canyon, both of these projects will likely outlast the ski industry in Salt Lake City. Climate projections for Salt Lake City indicate our environment will receive a stark decrease in the “best snow on earth”, as our weather patterns creep towards those of Nevada. And as the snowfall declines, ski tourism will follow. **(32.2.2.2E)** There is a high likelihood that the long term result of this project will be a multi-million dollar eyesore, and recreation opportunities we as a community will never get back. The smart move here is to recognize that wilderness areas like these have a built-in bottleneck for human access, and to funnel these funds into solving the climate crisis that will eventually result in the death of the ski industry. Be smart.

COMMENT #: 4663
DATE: 8/5/21 11:00 AM
SOURCE: Website
NAME: Grace Swanson

COMMENT:

NO GONDALA. (32.2.9E) Improved bussing is the best solution. (32.2.9A) We need to keep the west wild and preserve the wasatch. A gondala will attract more tourists. Accommodate locals first.

COMMENT #: 4664
DATE: 8/5/21 11:05 AM
SOURCE: Website
NAME: Mathew Beserjs

COMMENT:

Please find another way that does not impact climbing areas or the beautiful aesthetic of the canyon. **(32.2.2PP and 32.2.9A)** Your proposals either destroy favored climbing areas along the road, or they make the worlds most invasive, ugliest gondola. **(32.4A, 32.4B, 32.17A, and 32.17B)**

COMMENT #: 4665
DATE: 8/5/21 11:45 AM
SOURCE: Email
NAME: Ria Sandhu

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Ria Sandhu
Sandy, UT

COMMENT #: 4666
DATE: 8/5/21 11:53 AM
SOURCE: Website
NAME: Savannah Nadler

COMMENT:

Consider your final decision on this environmental impact!(32.29G)

COMMENT #: 4667
DATE: 8/5/21 12:05 PM
SOURCE: Website
NAME: Christalyn Pottenger

COMMENT:

I would love to see a gondola in this canyon and put my full support behind that, but if that is not the route UDOT decides to go, I DO NOT want to see more asphalt and wider roads in the canyon. As another option, I would support tolling to control traffic and limit capacity in the canyon.
(32.2.9D, 32.2.9C, 32.2.4A, and 32.2.2K)

COMMENT #: 4668
DATE: 8/5/21 12:09 PM
SOURCE: Website
NAME: Zakotnik Tony

COMMENT:

I oppose the gondola what a stupid idea of bringing something that large up the canyon it's just a blot on our beautiful scenery. **(32.2.9D and 32.17A)** I do believe we need mass transit up that canyon but not a gondola the expense why don't you try a train underneath the rock tunnel up there no one Hass to see it much better proposition and you'll probably find or deposit so you Tunnel your way up there. **(32.2.2C)**

COMMENT #: 4669
DATE: 8/5/21 12:30 PM
SOURCE: Website
NAME: Morgan Robbins

COMMENT:

This will ruin cottonwood canyon for so many that have grown up in Utah and spent their lives exploring these mountains **(32.29D)**

COMMENT #: 4670
DATE: 8/5/21 12:32 PM
SOURCE: Website
NAME: Bob Plumb

COMMENT:

I am against the proposed widening of the road and the gondola (32.2.9C and 32.2.9E)

COMMENT #: 4671
DATE: 8/5/21 12:33 PM
SOURCE: Email
NAME: Austin Pollick

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

And finally, as it seems in the past few decades; Utah has taken a very exploitive approach to trying to sell and brand our natural resources. Does this not look like a bad idea? Is the money to resorts really more important than our backyards and canyons we play in? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** As a Utah Native this truly hurts my heart to see this as even a PROPOSAL. Make it seem like you guys actually care about our Canyons and Wilderness. Because it is so apparent that it is just being seen as a monopolization ploy used to attract more tourism. This is not the ideal move of action. It will only make the Canyons more dense and cluttered. Get a grip UDOT. We all know you can do so much better. Toll Roads, more evasive action to carpooling, limit the amount of cars at the mouth, there are so many options you can try before even thinking of this. It is so ridiculous. **(32.2.2Y and 32.2.4A)**

Sincerely,
Austin Pollick
DRAPER, UT

COMMENT #: 4672
DATE: 8/5/21 12:55 PM
SOURCE: Email
NAME: Michelle Munoz

COMMENT:

Dear Utah Department of Transportation,

I value the wildness and beauty of the Wasatch Mountains, and I don't even live there! Nevertheless I will say that I agree that it is an enormous waste of money, and the gondola does not even solve the problem of reducing vehicles, nor increasing visitation to the resorts! It just changes location of parking, in which, the gondola disturbs wildlife far more than the road ever could! **(32.1.2B, 32.1.2D, 32.2.4A, 32.7C, 32.20C, and 32.13A)**)

Year round visitation to trailheads is not even served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)** Canyon road "expansion" will impact the 1,200 plant and animal species that rely on that ecosystem! **(32.13B)** That alone should be more than enough reason never to even entertain the idea! How can we, as a community of people, even ensure the flora, fauna, and animals won't be pushed out of their habitat? **(32.13C)** An enormous gondola would DEFINITELY impact the food chain. **(32.13A)** Have none of you EVER read the infamous story in American literature, "The Most Dangerous Game" by Richard Connell!?? What is the purpose for a resort, if not to ENJOY NATURE, and how hypocritical is it to drop money on an enormous gondola that will defile the landscape and wildlife, which by the way, doesn't even solve the issue of car congestion??? Highly hypocritical. **(32.13A, 32.17A, and 32.7C)**

Traffic congestion will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A)** We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.7B, 32.7C, and 32.2.6.5E)** How has this not been considered by the developers as a reason NOT to go through with such a wasteful and harmful project ALREADY?

This gondola means NO climbing access. NO back country skiing access, because of the enormous gondola!**(32.4A, 32.4B, 32.4G, and 32.4P)** And it would also demolish some 5-star bouldering areas. The thing is NOT even multi-use, so what is the point of this?! It would forever tarnish the canyons... and why??? To support more crowds at two resorts that are already too crowded??? Please, please, PLEASE RECONSIDER!!!**(32.1.2B)**
WHAT'S THE POINT OF THIS, IF IT SOLVES NOTHING AND DEFILES THE NATURE THAT WE HAVE. PLEASE DON'T TAKE THE CANYONS FOR GRANTED!!! RECONSIDER THIS IF YOU CARE ABOUT YOUR PLANET AT ALL!!!

What a dumb, EXCESSIVE, AND expensive idea. Just implement BUSSES. PLEASE. **(32.2.9A)**

Sincerely,
Michelle Munoz
Baldwin Park, CA

COMMENT #: 4673
DATE: 8/5/21 1:10 PM
SOURCE: Email
NAME: Taylor Brightwell

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Taylor Brightwell
Cottonwood Heights, UT

COMMENT #: 4674
DATE: 8/5/21 1:12 PM
SOURCE: Email
NAME: Jefferson Brewer

COMMENT:

Dear Utah Department of Transportation,

The following sums up my feelings about the proposed gondola in Little Cottonwood Canyon.

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Additionally, the bus system could provide access to other areas of the canyon, not just to Alta and Snowbird at the top. **(32.2.6.3C)**

Thank you so much for your time.

Jefferson Brewer

Sincerely,
Jefferson Brewer
Holladay, UT

COMMENT #: 4675
DATE: 8/5/21 1:14 PM
SOURCE: Website
NAME: Trahern Jones

COMMENT:

I am a resident of Salt Lake City. As a climber who recreates in Little Cottonwood multiple times per month in both summer/fall and winter seasons, I am disappointed that the gondola option is being seriously considered. **(32.2.9E)** This option fails to preserve the landscape and recreational opportunities of Little Cottonwood Canyon. **(32.4A, 32.4B, 32.4G, and 32.4PP)** Not only are the expenses outsized with this project, but they are being pursued without first attempting to use lower-impact and likely more economical options, like expanded electric bus services and use of a fee station to limit canyon traffic. **(32.2.6.3F and 32.2.4A)** The gondola's impact would destroy 64 boulders and 273 boulder problems, which are important climbing routes which attract climbers from around the country. **(32.4A and 32.4B)** In addition, "improvements" to the Gate Buttrass, Grit Mill, and Park and Ride parking lots are destructive and actually reduce the realistic usage of these areas unnecessarily and thoughtlessly. **(32.4N and 32.4P)** Climbers have as much of a right to recreate on this land as ski resorts. The Gondola is an unfair option that will destroy the landscape and leave it blighted for generations. **(32.17A)**

COMMENT #: 4676
DATE: 8/5/21 1:20 PM
SOURCE: Website
NAME: Ariel Gardner

COMMENT:

Please do not expand the road or put in a gondola. Maybe do a toll instead? This will ruin several great climbing areas. (32.2.9C, 32.2.9E, 32.2.2Y, 32.2.4A, 32.4A, and 32.4B)

COMMENT #: 4677
DATE: 8/5/21 1:26 PM
SOURCE: Website
NAME: Paul Rhodes III

COMMENT:

I am for the Enhanced Bus Preferred Alternative over any alternatives for a Gondola. The shoulder lane provides critical infrastructure during peak winter demand, and safe bicycling infrastructure the rest of the year. **(32.2.9B)**

COMMENT #: 4678
DATE: 8/5/21 1:31 PM
SOURCE: Website
NAME: Arthur Van Siclen

COMMENT:

As a longtime recreationist of Little Cottonwood Canyon, I can definitively say that there is no room to widen the roadway without significant damage to some of the canyon's best resources.

Many of the best stone for climbing is "roadside," meaning that any road expansion impedes climbing and degrades the bouldering experience. Already, the layer of flora protecting the rock climbing zones from the road is thin - making it yet thinner would certainly involve increased exposure to the road (noise, danger) and likely the removal of some of the more iconic boulders. **(32.4A)**

Little Cottonwood Canyon is not just a pathway to the ski resorts; it's entire length is a beautiful, scenic landscape with trails, climbing, and more. As a very narrow canyon, any roadside expansion inhibits locals from appreciating this incredible asset. **(32.4A, 32.4N, 32.4I, and 32.4P)**

A note about the boulders in Little Cottonwood Canyon: they are unique, making for a world class destination that has been visited by literally every climbing legend of each decade, from Jerry Moffatt to Adam Ondra. I've met numerous new SLC locals who moved and got jobs specifically because of Little Cottonwood Canyon's top quality boulders and scenic beauty. They're worth protecting.

COMMENT #: 4679
DATE: 8/5/21 1:32 PM
SOURCE: Email
NAME: Maci Rideout

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Maci Rideout
Salt Lake City, UT

COMMENT #: 4680
DATE: 8/5/21 1:35 PM
SOURCE: Email
NAME: Alex Saad

COMMENT:

Dear Utah Department of Transportation,

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

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There is an answer to this solution and the gondola is not that answer. **(32.2.9E)**

Sincerely,
Alex Saad
Bozeman, MT

COMMENT #: 4681
DATE: 8/5/21 1:39 PM
SOURCE: Website
NAME: Nick Battaglia

COMMENT:

Don't do this it will mess up access to gate butress and spend millions just to get even more skiers up to those ski resorts. **(32.4N, 32.1.2D, and 32.2.7A)** There's so many people up there on powder days already it's insane. **(32.20C)** People will keep going to the back country anyway or finding other winter hobbies to do. This money can be spent way better elsewhere please reconsider.

COMMENT #: 4682
DATE: 8/5/21 1:55 PM
SOURCE: Email
NAME: Brad Hogan

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Brad Hogan
Salt Lake City, UT

COMMENT #: 4683
DATE: 8/5/21 2:01 PM
SOURCE: Website
NAME: Allan Schein

COMMENT:

Cottonwood Heights; City Between the Canyons, Divided by the Highway.

That could be our new City slogan if either of the UDOT plans is executed as currently proposed. Wasatch Blvd is being pushed so far beyond its early capacity. There are more cars since the road was extended south of 9400 south in the early nineties. Numerous new developments were built and are still being built, and traffic increases. Skiing visits have increased and more traffic follows. The development of the Bell Canyon trailheads and new parking areas is again evidence of traffic increases as our residents partake of and use our recreation resources.

Now, a proposed Gondola with an 1500 space parking plaza would totally destroy the remaining quietude and semi-rustic environment many of our citizens moved to CH to enjoy. To live peacefully in close proximity to the mountains and nature on one side, with the benefits of a modern city on the other. A Disneyland level ride attraction on the edge of our community requires passage through it, as well as through Sandy. The build out plan is getting excessive and without practical logical solutions, our traffic issues will not be adequately resolved. **(32.2.6.5E and 32.4M)**

For more than 40 years our community has pushed for underground utilities. We don't have overhead wires on every street in our foothill communities, just on the main artery, in this case Wasatch itself. Now there is a proposal to build and install the longest gondola cable system in the world. There will forever be cables and gondola cars flowing overhead and in plain sight. **(32.17A)** It will be an attractive nuisance of an installation akin to an amusement style ride. Not only will skiers, its theoretical primary intended users of it ride, **(32.1.2B, 32.1.2D, 32.7B, and 32.7C)** there will be busloads of people just wanting to ride the gondola. "Come see and ride the longest Gondola in the world. Eat at Alta, Snowbird, La Caille, whatever".....There will be massive increases of traffic. **(32.2.6.5E)** Couple this with the build out around the LaCaille staging location of a hotel and shops, plus a number of homes. The principals involved are the land owners, developer and a committee member that claim they are not motivated by making money selling the land and will sell it without profiting. They'll find numerous to other ways to profit if this concept is allowed to proceed. Not to mention the obvious appearance of impropriety by promoting such a self benefiting development. **(32.2.2X)**

Regarding Wasatch Blvd itself, the "plans that are proposed will effectively cut the Golden Hills and all neighborhoods east of Wasatch off from the rest of the community on the west side for a 3-mile stretch. **(32.4F)** Wasatch itself is one of the most popular cycling, running and walking corridors in this entire part of the community. A six lane highway with 8' to 13" barrier walls with running and cycling paths along the outside will totally destroy the nature of the pathways themselves. For a number of years the Tour of Utah bike race traversed our roads heading to Little Cottonwood and up canyon to the finish line. **(32.2.6.2.2A)**

So yes, we have issues that need to be resolved but a Gondola and road widening I don't think is acceptable as the solution. **(32.2.9C and 32.2.9D)** The building of a monstrosity in a quiet residential neighborhood is frankly absurd. I don't care how many other proposals there were, more need to be considered. But elements of the current e-solutions, coupled with the following idea I ask be considered.

The Gondola Works claims "During peak needs a 30-passenger cabin could arrive every 30 seconds and move those visitors off the road at a rate of 3,600 people per hour." (which I believe is unachievable). They also state it will take 36 minutes to travel from the La Caille base station to Alta. That would require more than 140 gondola cars to be traveling the cable lines at one time during peak. That is " the only way to preserve the canyon" according to Gondola works. That's outright deception when tons of steel and miles of cables and will be forever above and continually flying over heads in Canyon. **(32.2.6.5J)** This would forever alter our canyon experience. It will never feel natural or wild because that element of our outdoors will forever disappear. **(32.17A)** It is not the solution to traffic as

boasted, but will dramatically increase it through the neighborhoods as well as up canyon. **(32.1.2D, 32.2.6.5E, 32.7B, and 32.7C)** As the G-Works website clearly states, the gondola will “be its own attraction to experience the canyon”. An attractive nuisance in many respects.

In Boston the “Big Dig” to recess Massachusetts Route 3, The South East Expressway below ground was a nightmare. But once completed, the entire waterfront area opened up, rebuilt and re-united a long cut-off waterfront section of the city with other neighborhoods and districts. Recessing Wasatch so traffic flows below the level of the current roadway would also be a nightmare. **(32.2.2DD)** The traffic disruption for years, having to move, remove and replace all the infrastructure is impractical. But in recent years, Las Vegas (and next Fort Lauderdale) have built underground tunnels while disturbing nothing above. What if the Boring Company were able to bore side-by-side 21' tunnels from just north of Fort Union Blvd underground to the proposed LaCaille staging area? 3 miles, +/- \$15 Million per mile per tunnel. Maybe \$90-\$100 Million dollars for tunneling costs. **(32.2.2DD and 32.2.2C)** Wasatch could be improved above and retain its current “flavor and functionality” and all the ski/canyon traffic could go directly to LaCaille bypassing the neighborhoods, park and catch an e-bus. **(32.2.6.2.A)** We would actually be able to lower our above ground Wasatch speed limit to 35 mph. Our neighborhoods would remain intact and undivided. Additionally, since there is already a proposed staging and parking area near the gravel quarry, skiers can simply park and hop the e-bus. Either from the proposed LaCaille, Granite Quarry or Sandy stations. We don't need a gondola. **(32.2.9A)** We need alternatives and additional safety measures like e-buses and snow sheds. **(32.2.6.3F and 32.2.9K)** And an expanded roadway up the canyon will be useable for well over a hundred years, maybe forever; properly maintained of course. The Gondola will not provide access to most of the dozens of hiking trails, climbing routes and camping sites up and down the length of the canyon. Its a point to point ride; only to the ski resorts. **(32.2.6.5G)**

The canyon traffic with e-bus access, a bypass tunnel and adequate staging locations would in my belief offer functional solutions for both solving our traffic issues and maintaining our community's unique characteristics. No gondola or Wasatch Blvd widening. **(32.2.9E and 32.2.9L)** We live here for the beauty, recreation opportunities, community connections and quiet enjoyment we as homeowners and residents are entitled to. Don't alter our environment as UDOT and the Gondola Works group is proposing, to the long-term detriment of an entire community.

Personally, I don't trust any group that would promote a proposed concept for our community, but has planned and arranged for great personal benefit from its peripheral development. Appearance of impropriety aside, what needs to be done is necessary for our entire community. Not merely a small select group of businesses and individuals that will reap the majority benefit while largely ignoring the real needs of citizens it will effect. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This is not a project designed to benefit our “citizens, just a small group of insiders maneuvering to profit independently from any real community improvement.

Say NO to the Gondola.

Allan Schein

Cottonwood Heights

25 year resident

COMMENT #: 4684
DATE: 8/5/21 2:10 PM
SOURCE: Website
NAME: John Talbot

COMMENT:

Gondolas are a terrible idea. They will be an eye sore in LCC. Increase bus traffic. Make the bus option cheaper than driving. (32.2.9E, 32.17A, and 32.2.9A, and 32.2.4A)

COMMENT #: 4685
DATE: 8/5/21 2:22 PM
SOURCE: Website
NAME: Colin Hale

COMMENT:

I have been climbing up little cottonwood canyon my entire life. Do not take these climbs away. (32.4A and 32.4B)

COMMENT #: 4686
DATE: 8/5/21 2:37 PM
SOURCE: Website
NAME: Hana Goralski

COMMENT:

I believe before any decision is made, you guys need to figure out how to get more people to use public transportation. Cause if no one wants to take the bus up, then no one might not want to take the gondola up. Your first thing on your to do list is figure out a way to incentivize people to use the bus system. I know so many people who refuse to take the bus for whatever reason. **(32.2.4A)**

COMMENT #: 4687
DATE: 8/5/21 2:51 PM
SOURCE: Website
NAME: Samantha Beck

COMMENT:

If the gondola is going to benefit only a few companies but the taxpayers are providing this service, where are the extra funds going to be allocated that benefit the taxpayers? **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4688
DATE: 8/5/21 2:55 PM
SOURCE: Website
NAME: Adam Mix

COMMENT:

Save Little Cottonwood Canyon!(32.29D)

COMMENT #: 4689
DATE: 8/5/21 2:57 PM
SOURCE: Website
NAME: Bridget Bull

COMMENT:

Save Little Cottonwood Canyon!(32.29D)

COMMENT #: 4690
DATE: 8/5/21 3:04 PM
SOURCE: Website
NAME: Chuck Konopa

COMMENT:

To serve other people than just vacationing tourists; it would be nice to have a gondola station at White Pine trailhead and also the Lisa Falls/Y-Couloir trailhead. **(32.2.6.5G)**

COMMENT #: 4691
DATE: 8/5/21 3:09 PM
SOURCE: Website
NAME: Nathaniel Jessee

COMMENT:

The proposed gondola solution ignores the fact that our canyons have limited capacity, and if road traffic is not the bottleneck, something else will be. **(32.20B)** During the pandemic Utah ski resort lines increased dramatically. The ski resorts will happily sell more tickets, but they cannot handle a large increase in canyon throughput **(32.20C)** The cost burden will be shared by all taxpayers, while the benefits will be only enjoyed by a couple of Utah's many ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola is a net negative solution for any other type of visitor to the canyon, and endangers the delicate wildlife that makes the canyon special. **(32.13A)**

COMMENT #: 4692
DATE: 8/5/21 3:10 PM
SOURCE: Website
NAME: Kevin Quire

COMMENT:

Both the gondola and road widening are bad ideas **(32.2.9C and 32.2.9E)**. These options will ruin the canyon forever and permanently impact climbing areas that are used by thousands. **(32.4A and 32.4B)** The ski resorts are the only beneficiaries and this is only needed 30 days per year max. **(32.1.2D, 32.1.4D, 32.2.7A, 32.7B, and 32.7C)** The ski resorts need to limit parking, require reservations, and charge more for parking. **(32.2.2K and 32.2.4A)** UTA then needs to run more buses. **(32.2.9A)** Problem solved!

COMMENT #: 4693
DATE: 8/5/21 3:14 PM
SOURCE: Email
NAME: Ellie Jenson

COMMENT:

Dear Utah Department of Transportation,

In regards to the upcoming decision regarding action taken to reduce the red snake, I would greatly discourage the building of the gondola and advocate for mandatory buses. I vote that we make riding the bus mandatory during the winter ski season from 6 am to 6 pm unless you are a resident of Little Cottonwood or employee. This will reduce the red snake by eliminating most cars in the canyon.

(32.2.2B)

1) I think adding an additional bus lane is unnecessary if riding the bus becomes mandatory because there will be very few cars driving the canyons to slow down the busses and cause traffic. I suggest we make buses mandatory and keep the road the way it is before we visit the idea of adding a lane.

(32.2.2B) This system works in many of our national parks where a massive number of visitors all enter and exit the park at the same times. For example, hikers wait around 15 minutes for a shuttle to pick them up in the parking lot and take them to angels landing to hike. Skiers would much rather wait in a short bus line than hour long gondola line or red snake.

2) If possible, creating more park and rides around the valley with direct routes to other park and rides and then up the canyon would make for a painless bus ride. **(32.2.2I)**

3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta and Snowbird Resort. Buses can take visitors to a variety of spots year long. **(32.2.6.3C)**

4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**

5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)** The red snake can be avoided by creating park and rides around the valley and having visitors park at a variety of spots rather than one big lot at the base of the canyon.

6) The gondola lines will likely be comparable to the snowbird tram line where hour long lines form while waiting for your place in the cab. Making thousands of visitors meet all together at the same place at the same and wait their turn will add a whole series of new congestion problems. **(32.2.6.5C)**

7) The gondola will take away from the charm of the town of Alta being a small, historic, little mountain town. The gondola will forever negatively impacted the quirky town that the locals cherish and love. **(32.4O)**

Sincerely,
Ellie Jenson
Salt Lake City, UT

COMMENT #: 4694
DATE: 8/5/21 3:15 PM
SOURCE: Email
NAME: Lose Vaifoo

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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Sincerely,
Lose Vaifoo
Orem, UT

COMMENT #: 4695
DATE: 8/5/21 3:30 PM
SOURCE: Website
NAME: Chris Hendry

COMMENT:

I'm 100% in support of the Gondola ? option and widening Wasatch Blvd. I live between the Canyons in Cottonwood Heights I think this is the better option **(32.2.9D and 32.2.9Q)**

COMMENT #: 4696
DATE: 8/5/21 3:37 PM
SOURCE: Website
NAME: Ronald Corte

COMMENT:

I believe the gondola system is a perfect idea!(32.2.9D)

COMMENT #: 4697
DATE: 8/5/21 3:39 PM
SOURCE: Website
NAME: Amanda Alexander

COMMENT:

LCC bouldering is an iconic feature of the Salt Lake City climbing universe, and a major destination for many climbers, who come to SLC to live and work, not just play. These proposals impact an unreasonable portion of the boulderfield, and would take away from year round enjoyment of one of the greatest climbing areas in Utah. **(32.4A and 32.4B)**

COMMENT #: 4698
DATE: 8/5/21 3:46 PM
SOURCE: Website
NAME: Linda Brill

COMMENT:

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

COMMENT #: 4699
DATE: 8/5/21 4:12 PM
SOURCE: Email
NAME: Nick Reedy

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Nick Reedy
Sandy, UT

COMMENT #: 4700
DATE: 8/5/21 4:15 PM
SOURCE: Website
NAME: Helena Chiaravallotti

COMMENT:

I LOVE the gondola idea. The one in Palm Springs keeps traffic at bay and the scenery stunning
(32.2.9D)

COMMENT #: 4701
DATE: 8/5/21 4:36 PM
SOURCE: Email
NAME: David Bain

COMMENT:

Dear Utah Department of Transportation,

I deeply value the wilderness and beauty of the Wasatch Mountains and oppose the gondola solution for the following reasons:

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with the two terminous areas at Alta Ski Resort and Snowbird Resort. It is ridiculous to spend tax payer money and tear up public lands in order to build a gondola that only benefits ski resorts owned by the ultra-wealthy or mega-corporations. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
- 3). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. **(32.2.4A and 32.7C We need to remove private vehicles from our roadways, not add them! Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. (32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

I implore the department to consider other options that do not permanently alter and destroy the canyon that so many of us love.

Sincerely,
David Bain
SALT LAKE CTY, UT

COMMENT #: 4702
DATE: 8/5/21 4:39 PM
SOURCE: Email
NAME: Ashleigh Monaco

COMMENT:

Dear Utah Department of Transportation,

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

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

COMMENT #: 4703
DATE: 8/5/21 4:51 PM
SOURCE: Website
NAME: Phoebe Taylor

COMMENT:

Stop this nonsense. Let nature be enjoyed by people who protect and love it. **(32.29D)**

COMMENT #: 4704
DATE: 8/5/21 4:55 PM
SOURCE: Website
NAME: Madeline May

COMMENT:

My family and I in Salt Lake for its proximity to Little Cottonwood Canyon. We love Snowbird in the summer and Alta in the winter. We climb, play, and make memories here. I am so grateful that the congestion issue is being addressed. After reviewing your materials, I don't believe that the Gondola will make my or my family's lives better. **(32.2.9E)** I believe it is unwise and short-sighted. While I'm sure there will be kinks to work out, I am fully in favor of the improved bus and additional station parking system. **(32.2.9A)** I look forward to recreating with my family and friends for years and generations to come.

COMMENT #: 4705
DATE: 8/5/21 5:08 PM
SOURCE: Website
NAME: Donna Flux

COMMENT:

Great idea (32.29D)

COMMENT #: 4706
DATE: 8/5/21 5:13 PM
SOURCE: Website
NAME: David Lindell

COMMENT:

Not in favor of the gondola. (32.2.9E)

COMMENT #: 4707
DATE: 8/5/21 6:02 PM
SOURCE: Email
NAME: Brinley Harris

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Brinley Harris
Provo, UT

COMMENT #: 4708
DATE: 8/5/21 6:05 PM
SOURCE: Website
NAME: Jackson Chambers

COMMENT:

I mean.... I don't even know what to say this is ridiculous. Please for the love of this canyon, it's beauty and recreational opportunities do not throw a gondola up it. **(32.2.9E)** There are so many other ways to address the traffic. This will be a ridiculous amount of taxpayers money to only restrict access up the canyon and make it look ugly. Please just don't make a dumb decision. **(32.1.2D, 32.2,7A, 32.4A, 32.4B, and 32.4P)**

COMMENT #: 4709
DATE: 8/5/21 6:16 PM
SOURCE: Website
NAME: Trevor Blair

COMMENT:

The gondola project would provide dividends for the canyons. Not only will it help alleviate congestion, improve air quality (inevitably helping the environment), but bring much more revenue to the valley.
(32.2.9D, 32.10A, and 32.6A)

COMMENT #: 4710
DATE: 8/5/21 6:18 PM
SOURCE: Website
NAME: Lisa Gayler

COMMENT:

Support the gondola. **(32.2.9D)**

COMMENT #: 4711
DATE: 8/5/21 6:37 PM
SOURCE: Website
NAME: Nils Mindnich

COMMENT:

Hello,

I would like to start by saying that I am a professional snowboarder and I frequent Little Cottonwood Canyon (LCC) year round to enjoy the beautiful wilderness it provides. This includes snowboarding, split boarding, hiking and rock climbing. The traffic in both LCC and Big Cottonwood Canyon (BCC) has become a bit of lore for the recreationalists that frequent both canyons. However, the traffic is only apparent for a dozen weekends out of the year. So, these half a billion dollar plans are designed to accommodate the ski community for roughly 24 days out of the year. **(32.1.4D)** The oversight of both plans to consider the destruction and loss of access to all the other resources people enjoy in LCC the other 341 days of the year is extremely naive. I understand that the ski industry contributes a majority to Utah's tourism revenue, however what I'm suggesting is that UDOT needs to look past the tip of its own spear and not focus on the capacity of the roads, but what is the capacity of the ski resorts? **(32.20A and 32.20C)** With the amount of budget being proposed, has there been consideration to build another ski resort in the region? **(32.2.2V)** Utah is projected to grow 17% in the next ten years with an estimated population of 4 million by 2032. With this growth, would the ski resorts be able to keep up with the amount of visitors if transportation was no longer an issue? **(32.1.2B and 32.20C)** As a professional snowboarder I've spent extensive time in the European Alps. There's significant infrastructure to get people into the mountains; trams, busses, gondolas, rail cars, ext. However, the ski resorts also reflect that degree of infrastructure with their size and available recreational acreage. In closing, I am against the UDOT's proposed solutions for the LCC traffic crisis that takes place 24 days a year. I believe that if the traffic is resolved by road widening or a gondola, that it wouldn't take long to learn that the ski resorts will be at their capacity instead. I propose a lesser of two evils and that a revamped, free, bus mandate be implemented for high traffic days. **(32.2.9A)** That way the canyon may remain undisturbed and enjoyed by its visitors for the other 341 days of the year. Also it would be UDOT time to see how the next degree of traffic mitigation effects the capacity of the ski resorts themselves.

COMMENT #: 4712
DATE: 8/5/21 7:07 PM
SOURCE: Email
NAME: Tanner Grant

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Tanner Grant
Spanish Fork, UT

COMMENT #: 4713
DATE: 8/5/21 7:08 PM
SOURCE: Website
NAME: Jake Owen

COMMENT:

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

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

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

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

COMMENT #: 4714
DATE: 8/5/21 7:12 PM
SOURCE: Email
NAME: Nate Shaar

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
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Sincerely,
Nate Shaar
Midvale, UT

COMMENT #: 4715
DATE: 8/5/21 7:38 PM
SOURCE: Website
NAME: Gavin Nix

COMMENT:

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

COMMENT #: 4716
DATE: 8/5/21 7:46 PM
SOURCE: Website
NAME: Eric Reische

COMMENT:

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

COMMENT #: 4717
DATE: 8/5/21 7:46 PM
SOURCE: Website
NAME: Samuel strickland

COMMENT:

All sports and recreation needs to be preserved, especially as historic and famous the amazing boulders and routes LLC provides. **(32.4A and 32.4B)**

COMMENT #: 4718
DATE: 8/5/21 7:47 PM
SOURCE: Website
NAME: David Henriksen

COMMENT:

I am not in favor of a tram being built. **(32.2.9D)** We need to keep the canyon open and beautiful. **(32.17A)** More busses and shuttles would be great, need to make it convenient and more times. Use natural gas busses. **(32.2.9A, 32.2.6.3N, and 32.2.6.3F)**

COMMENT #: 4719
DATE: 8/5/21 7:49 PM
SOURCE: Website
NAME: Kyle Lindsay

COMMENT:

I strongly object to both the gondola and widening the road. **(32.2.9C and 32.2.9D)** Firstly it would negatively impact the climbing, especially the bouldering, that draws people from all around the world. **(32.4A and 32.4B)** Secondly, it just seems like such huge investment that only benefits 2 ski resorts for only 4 months out of the year. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Then there's the environmental impact, the preservation of the beautiful aesthetic of the canyon and so forth. **(32.17A and 32.17B)** Any solution UDOT invests in is only a bandaid for the real problem. The ski resorts need to limit the amount of passes they sell. **(32.2.2K)**

COMMENT #: 4720
DATE: 8/5/21 7:50 PM
SOURCE: Website
NAME: Mark Cannizzaro

COMMENT:

Hello UDOT, my name is mark and I am from new Jersey. Although I have never climbed at little cottonwood canyon myself, I know how amazing and important this place is to the climbing community. These boulders are all unique in their own way, and that is what makes them so special to those who love the outdoors and love climbing. **(32.4A and 32.4B)** Please consider any options available that would result in little to no impact on the ability for people to climb in these spaces without being basically in a parking lot. Thanks for the consideration. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4721
DATE: 8/5/21 7:53 PM
SOURCE: Email
NAME: Niki Jalali

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Niki Jalali
Salt Lake City, UT

COMMENT #: 4722
DATE: 8/5/21 8:03 PM
SOURCE: Email
NAME: Asher Beeson

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
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Sincerely,
ASHER BEESON
CEDAR HILLS, UT

COMMENT #: 4723
DATE: 8/5/21 8:08 PM
SOURCE: Website
NAME: Scott Studach

COMMENT:

Little Cotton Wood Canyon is a natural outdoor activities resource that once destroyed by the building of roadways and development can never be replaced. **(32.4A, 32.4B, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** Please find an alternative solution and save this area for future generations of Utah youth to enjoy and learn climbing... thank you. **(32.2.2PP)**

COMMENT #: 4724
DATE: 8/5/21 8:23 PM
SOURCE: Website
NAME: Jack Barrett

COMMENT:

no just put a toll booth in at the bottom and charge 2x for non residents (32.2.2Y and 32.2.4A) also creating income stream for the forest and limiting overuse in the Wasatch mountain range pretty simple don't it up

COMMENT #: 4725
DATE: 8/5/21 8:26 PM
SOURCE: Website
NAME: Griffin Van Amringe

COMMENT:

I do not promote the construction of either Rail or Bus lanes in Little Cottonwood canyon!!(32.2.9C and 32.2.9M)

COMMENT #: 4726
DATE: 8/5/21 8:32 PM
SOURCE: Website
NAME: Dakota Ruse

COMMENT:

This gondola will also lessen auto crashes due to distracted drivers in awe of the canyons beauty. There is essentially zero downside economically **(32.2.9D)**

COMMENT #: 4727
DATE: 8/5/21 8:42 PM
SOURCE: Website
NAME: Eileen Elam

COMMENT:

Love the gondola (32.2.9D)

COMMENT #: 4728
DATE: 8/5/21 8:54 PM
SOURCE: Website
NAME: Nolan Hollingshead

COMMENT:

I would like to voice my shared concern with the rock climbing community. I understand that some of the proposal ideas present a danger to several boulders that are enjoyed by the rock climbing community and I hope every effort is taken and considered to preserve these boulders in the process of this project. **(32.4A and 32.4B)**

COMMENT #: 4729
DATE: 8/5/21 8:59 PM
SOURCE: Website
NAME: Katelyn Mendel

COMMENT:

The problem here is not the capacity of the road but the actual mountain. There is a capacity of how many people can be on it. That can not be expanded. **(32.20B)** Destroying our canyon with hideous manufacturing is not solving any sort of problem. **(32.1.2B)** It is harming the actual world class beauty people travel all over the world to see. It would be in our best interest for the industry and our home to preserve this canyon **(32.29G)**.

COMMENT #: 4730
DATE: 8/5/21 9:26 PM
SOURCE: Email
NAME: Cortnie Bird

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Cortnie Bird
American Fork, UT

COMMENT #: 4731
DATE: 8/5/21 9:33 PM
SOURCE: Website
NAME: Christian Warther

COMMENT:

First, thanks to UDOT and their team for a well thought out process. Given the two choices I prefer the bus option. **(32.2.9B)** A (typically) shorter travel time I think is a key factor but the driver of my choice is the visual impact of the gondola **(32.17A and 32.17B)**. I also don't see locals taking the gondola as often but a bus passing stopped cars in the canyon provides a visual reminder to take the bus. If still an option though I would most prefer a toll of some variety based on the number of passengers in the car. **(32.2.4A)** I would like this to be tried for 1-2 ski seasons to measure the impact before moving onto more physical changes to the canyon (though I do acknowledge this is likely inevitable).

COMMENT #: 4732
DATE: 8/5/21 9:37 PM
SOURCE: Website
NAME: Ryan Mower

COMMENT:

What about protecting our watershed? **(32.12A and 32.12B)** You continue to remove trees for further canyon access we will have no water come June. Charge a fee for every car going in the canyon and the problem will fix itself. **(32.2.2Y and 32.2.4A)**

COMMENT #: 4733
DATE: 8/5/21 10:18 PM
SOURCE: Email
NAME: Carly Snyder

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Carly snyder
Salt Lake City, UT

COMMENT #: 4734
DATE: 8/5/21 10:25 PM
SOURCE: Email
NAME: Kambrylee Hansen

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Kambrylee Hansen
Highland, UT

COMMENT #: 4735
DATE: 8/5/21 10:30 PM
SOURCE: Website
NAME: Suzanne Timoney

COMMENT:

As a resident of Salt Lake County, and a frequent skier, I would prefer the enhanced bus plan. I like that it is less of a visual change in the canyon. **(32.2.9A)**

COMMENT #: 4736
DATE: 8/5/21 10:33 PM
SOURCE: Website
NAME: Ryan Timoney

COMMENT:

I prefer the enhanced bus plan for LCC, and do not want to see gondolas up the canyon. (32.2.9A and 32.2.9E)

COMMENT #: 4737
DATE: 8/5/21 11:00 PM
SOURCE: Website
NAME: Shelley Morandi

COMMENT:

I was devastated to hear that UDOT was considering transportation accommodations that would interfere so catastrophically with some precious climbing areas in Little Cottonwood Canyon. **(32.4A and 32.4B)** There must be alternatives to what has been proposed that protect these cherished areas. **(32.2.9A and 32.2.2PP)** As a SLC native and avid climber in BCC and LCC the past 15 years, some of my favorite moments enjoying friend and our beautiful mountains in the very areas that may be lost due to this project. Please reconsider and find an alternative for the good of the greater outdoor community.

COMMENT #: 4738
DATE: 8/5/21 11:21 PM
SOURCE: Email
NAME: Benjamin Allen

COMMENT:

Dear Utah Department of Transportation,

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

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Sincerely,
Benjamin Allen
Salt Lake City, UT

COMMENT #: 4739
DATE: 8/5/21 11:32 PM
SOURCE: Website
NAME: Emorie Cooke

COMMENT:

No thank you. Stop letting everyone move here and invade the local space **(32.29D)**

COMMENT #: 4740
DATE: 8/5/21 11:34 PM
SOURCE: Website
NAME: Kathryn Newburn

COMMENT:

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

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

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

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

COMMENT #: 4741
DATE: 8/6/21 12:07 AM
SOURCE: Email
NAME: James Webster

COMMENT:

To widen the existing hydrocarbon roadway to accomodate additional bus lanes, especially following UTOT'S inexcusable concrete spill into Millcreek at I-215 is unacceptable. **(32.2.9C)** To accommodate this widening, concrete will again poise a threat to the watershed as massive retention structures are imposed. **(32.12B)** Added hydrocarbon runoff constitutes yet another unnecessary impact. Cut and fill would cause enormous disposal issues in addition to exhaust pollution from heavy machinery and trucks moving materials into and out of the valley. **(32.19Z)** UTOT's assertion that concrete avalanche structures are necessary is not substantiated by historical data. The above referenced excessive overkill appears to serve a draconian purpose: to enhance the alleged environmental benefit of a gondola, UDOT's only other alternative. **(32.2.6.5Y)** In 1989 an UMTA study explored 16 transit and roadway options. The gondola, while favored by the ski industry, failed in many respects as visual impact, logistics, cost benefits, tower construction and related considerations were assessed. One of the most favorable options was the implementation of moderately sized shuttle buses within the EXISTING roadway width. **(32.2.9A)** No widening was recommended, or considered due to unavoidable impacts that evade mitigation as mentioned above. The two UDOT options exclude narrow guage cog railway, a proven transit means that would readily adapt to UTA existing light rail. **(32.2.9F)** While the gondola option may also be electric powered, rail is more efficient based on passengers/mile. While there is unquestioned benefit associated with electric vehicles, UDOT's unfortunate and anachronistic accommodation of conventional gas powered vehicles perpetuates carbon emissions and reliance on low mileage SUV's. **(32.2.6.3F and 32.2.4A)** Gas powered vehicles can, and should be disincentivised. The reluctance to implement tolls and other means merits honest assessment. (To suggest that a toll road is unacceptable and that there is no historical precident is dishonest, and wrong. **(32.2.4A)** The U.S. Forest Service implemented a toll from Alta to Albion Basin many years ago to mitigate environmental socio-economic impacts. It is simply foolish and a disservice to public welfare to ignore this reality. Perhaps the entire Canyon should be managed by the Forest Service, especially as this third party does not cater to the ski industry to the same extent as UDOT. Why, as a taxpayer must anyone be arbitrarily compelled to subsidize private enterprised Snowbird and Alta resorts? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Especially as so little transparency and accountability in this process has been demonstrated. No other Utah industry is similarly endowed.
James Webster, RLA

COMMENT #: 4742
DATE: 8/6/21 12:13 AM
SOURCE: Website
NAME: Jackson Laing

COMMENT:

Please don't do it you'll ruin the place **(32.29D)**

COMMENT #: 4743
DATE: 8/6/21 5:47 AM
SOURCE: Email
NAME: Alesia Bakhanovich

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Alesia Bakhanovich
Salt Lake City, UT

COMMENT #: 4744
DATE: 8/6/21 6:02 AM
SOURCE: Website
NAME: Peter Ward

COMMENT:

I have traveled to Utah from out of state specifically for the climbing in Little Cottonwood Canyon on over 20 separate occasions. I stay in nice hotels downtown, rent cars, eat out and for sure have as much economic impact as any skier. Little Cottonwood is a truly unique resource and any development of the existing road that would threaten the bouldering or further increase the traffic load in this beautiful area would absolutely make me want to climb elsewhere. **(32.4A and 32.4B)** Please consider the opinions of the Salt Lake Climbers Alliance and the Access Fund. They truly represent a constituency that cares about the health, growth and success of Utah.

All the best,

Pete Ward
Brooklyn, NY

COMMENT #: 4745
DATE: 8/6/21 6:07 AM
SOURCE: Email
NAME: Linsey Page

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Keep Utah beautiful

Sincerely,
Linsey Page
Riverton, UT

COMMENT #: 4746
DATE: 8/6/21 6:29 AM
SOURCE: Website
NAME: Mark Kadlec

COMMENT:

Changing the Canyons is a big decision, it will affect everyone going forward? Please don't let money be a deciding factor, let us enjoy the Canyons as we now do without Gondolas or extra Lanes.
(32.1.2B, 32.2.9C, and 32.2.9E)

COMMENT #: 4747
DATE: 8/6/21 7:29 AM
SOURCE: Website
NAME: David Swanwick

COMMENT:

I am 100% in favor of a bus lane. **(32.2.9B)**
and opposed to the Gondola. **(32.2.9E)**

The Gondola is only being pushed due to powerful interests who own the land at the base. This is ill conceived and a political money grab by greedy selfish politicians. **(32.2.2X)**

The bus lane is the only option that will work and will work every day. Add in snow sheds and this will transport people up the canyon. As busses become more electric this will be the most ecologically friendly option. **(32.2.9B and 32.2.6.3F)**

If people are in their cars in bumper to bumper traffic and their friends pass them riding the bus drinking a latte and get 1-2 runs in before they get there, this will quickly change behavior. Add to that the bus will be less expensive than parking/toll. **(32.2.4A)**. of course the resorts need to get on board with a hub in each canyon and supporting local routes.

COMMENT #: 4748
DATE: 8/6/21 8:14 AM
SOURCE: Email
NAME: Alison Harris

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**.

Sincerely,
Alison Harris
Slc, UT

COMMENT #: 4749
DATE: 8/6/21 8:35 AM
SOURCE: Website
NAME: Todd Finley

COMMENT:

Please do not damage the roadside boulders during construction/expansion on LCC's road. They are priceless iconic climbs that cannot be replaced. To damage these rock formations would be a clear message to the outdoor community and industry that UDOT does not care about or understand the outdoor recreation and tourism industry Utah possesses. **(32.4A and 32.4B)**

COMMENT #: 4750
DATE: 8/6/21 9:35 AM
SOURCE: Website
NAME: Skyler Anderson

COMMENT:

Dear Utah Department of Transportation,

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

My biggest issue is people can't access other areas of the canyon with the gondola. It's only got for the resorts. There's a lot of traffic I see every winter of people who are going snow shoeing, Backcountry skiing, and other activities. You'll have the same avalanche danger to these people and canyon traffic if you do a gondola. **(32.2.6.3G)**

Also, the visual impact of the gondola ruins the beauty of the canyon. **(32.17A)**

Let's make this project work the most good for the most people despite what the resorts want who are adding in the pressure of money.

Thank you!

Skyler

Sincerely,
Skyler Anderson
American Fork, UT

COMMENT #: 4751
DATE: 8/6/21 9:39 AM
SOURCE: Website
NAME: Michael Akagi

COMMENT:

I support the gondola option of handling increasing amounts of traffic and visitors to Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 4752
DATE: 8/6/21 9:41 AM
SOURCE: Website
NAME: Martin Kuprianowicz

COMMENT:

I don't want a gondola, expanded road, or any new development to Highway 210 or Little Cottonwood Canyon, please! It's a bad idea. It will ruin the canyon and its amazing terrain. **(32.2.9G, 32.17A, and 32.17B)**

COMMENT #: 4753
DATE: 8/6/21 10:14 AM
SOURCE: Website
NAME: Roger Lester

COMMENT:

I am a 27 year SL valley resident who recreates year round in the central Wasatch. I am a 26 year Snowbird pass holder, 21 years as Alta-Snowbird access. I am a member of the Wasatch Mountain Club and donate generously to Save Our Canyons.

- The ski resorts clearly drive LCC congestion and it is appropriate to focus on ski resort traffic mitigation **(32.1.2D)**
- Currently, congestion is caused by the confluence of weekend traffic and high precipitation rates, as well as poor compliance with traction laws and occurs less than two dozen days a winter **(32.1.4D)**
- Weekend traffic without weather is not currently a significant issue but will clearly become a concern as the population grows
- Dispersed recreation users will be unacceptably impacted unless trailhead parking is expanded or added where none exists if the "no parking on road" policy is implemented **(32.4P)**
- There will be unacceptable impacts to recreational users if "no parking on road" is applied in the off season (April-Nov) unless trailhead parking is expanded or added where none exists **(32.4P)**
- Scalable solutions to include future implementation for dispersed recreation and off season/ summertime parking problems should be the preferred outcome **(32.4P)**
- Fees for access and/or parking are discriminatory to low income households/people **(32.5A)**
- Parking must be sized to address the likelihood in the future that many people will want or need to use transit **(32.2.6.3C)**
- Capacity for transit must be scalable to 4000-5000 persons per hour or higher **(32.2.2SS)**

COMMENT #: 4754
DATE: 8/6/21 10:22 AM
SOURCE: Website
NAME: Trinity Robinson

COMMENT:

I do not support either road widening or the gondola. **(32.2.9C and 32.2.9E)** Both of these "solutions" strongly and negatively impact the natural environment of the canyon. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** They also negatively impact recreation, specifically bouldering within the canyon. **(32.4A and 32.4B)** These solutions prioritize the companies running resorts rather than the general public and locals and visitors looking to recreate within our public lands. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4755
DATE: 8/6/21 10:40 AM
SOURCE: Website
NAME: Andy Rich

COMMENT:

The gondola option seems awful, please no. **(32.2.9E)** Roadway widening and expanded bus service seems like the best choice. Let's do that and then move on to figuring out BCC. Thanks. **(32.2.9B)**

COMMENT #: 4756
DATE: 8/6/21 10:49 AM
SOURCE: Website
NAME: Cole Taylor

COMMENT:

The main priority of the LCC improvement process should be preserving the canyon's natural beauty. The best solution is to keep the road as is and heavily restrict private vehicle traffic in the winter while increasing bus service frequency. **(32.2.9A and 32.2.4A)** If it comes to the additional lane vs the gondola, the additional lane is far better as the gondola will destroy the scenery forever. **(32.17A)**

COMMENT #: 4757
DATE: 8/6/21 11:03 AM
SOURCE: Website
NAME: Brian Reynolds

COMMENT:

Overall, the gondola concept seems to offer the best solution to alleviate the traffic congestion in LCC.
(32.2.9D)

COMMENT #: 4758
DATE: 8/6/21 11:50 AM
SOURCE: Website
NAME: Cami Chamberlain

COMMENT:

Save climbing in the canyon! Don't let a seasonal winter adjustment commandeered and ruin an important outdoor sport for many Utahns! **(32.4A and 32.4B)**

COMMENT #: 4759
DATE: 8/6/21 11:52 AM
SOURCE: Website
NAME: Jonas Dunham Jordahl

COMMENT:

As it stands, the road widening plan would permanently destroy a precious resource in the canyon, and disallow future climbers to experience the excellent stone of this canyon. **(32.4A)** Additionally, the gondolas are a major eye sore and would make the canyon feel far less wild, and far more touristy. **(32.17A)** If Zion NP can handle millions of yearly visitors with their double-lane bus system, why is this not the first option being considered? **(32.2.2B)** Restricting auto travel up Little Cottonwood Canyon and implementing a high-flow bus system would likely be the least expensive and most conservative option **(32.2.9A)**.

COMMENT #: 4760
DATE: 8/6/21 11:53 AM
SOURCE: Website
NAME: Allie Starley

COMMENT:

Please find a less obtrusive alternative to the proposed solutions that does not alter the landscape of the canyon. The canyon is popular for a reason and damaging the natural recreational resources is not the solution. **(32.2.2PP and 32.29G)**

COMMENT #: 4761
DATE: 7/14/21 12:32 PM
SOURCE: Email
NAME: Anna Florin

COMMENT:

I don't mind a gondola in Little Cottonwood, but I think the ski resorts should pay for at least half of it and all the proceeds from ticket sales should be the counties. **(32.2.7A)** Also, wouldn't Big Cottonwood Canyon and other ski resorts think they should be entitled to a gondola as well? What about them? **(32.1.1A)**

COMMENT #: 4762
DATE: 7/15/21 12:36 PM
SOURCE: Email
NAME: Dewayne Pond

COMMENT:

Please consider an electric train up the cottonwood canyons similar to what Switzerland uses. It is very effective and yes I understand cost and environmental issues. **(32.2.9F)**

COMMENT #: 4763
DATE: 8/4/21 4:00 PM
SOURCE: Mailed
NAME: Randy Long

COMMENT:

Little Cottonwood Canyon ENVIRONMENTAL IMPACT STATEMENT
S.R. 210 | Wasatch Blvd. to Alta

COMMENT FORM

CONTACT INFORMATION (Optional)

Date 8/3/21

Name Randy Long

Phone 806 - 483 - 4087

Email

Address 8610 Kings Hill Blvd, Co. H., Utah, 84121

Would you like to receive email updates? Yes or No

The purpose of the Little Cottonwood Canyon Environmental Impact Statement (EIS) is to substantially improve safety, reliability and mobility on S.R. 210 from Fort Union Boulevard through the Town of Alta. Please provide your comments on the preferred alternatives, the environmental impacts associated with each, and other transportation performance considerations.

PREFERRED ALTERNATIVES:

Enhanced Bus Service in Peak-Period Shoulder Lane (PPSL) and Gondola B (from La Caille)

ALTERNATIVE COMMONALITIES:

Wasatch Boulevard Five-lane Alternative, Snow Sheds with Realigned Road Alternative, Trailhead Improvements and No Roadside Parking within 1/4 Mile Trailhead Parking Alternative, No Winter Parking Alternative, Mobility Hubs at Gravel Pit and 9400 South/Highland Drive and Travel Demand Management (Tolling, Vehicle Occupancy Restrictions)

UDOT's responses to comments made during the formal Draft EIS comment period will be included in the Final FIS.

Both bridges on foot tunnels are badly needed, as we miss uphill slow lanes and good parks. These tunnels (or bridges) should be at Kings Hill Drive intersection and the north of Little Cottonwood Canyon. Kings Hill Drive also badly needs a large right turn only sign and a round preventing left turns. More busing would also help, but that's a bit of a stretch. A much better solution would be to survey with about 1/4 of the road work that you have found the state so that we would need all the roads that we need.

32.2.6.2.2A

We also badly need better trail head parking - not worse like your campgrounds would have it.

32.2.90

Lowering the speed limits at some of the gas developments, which we don't want (such as the recent Courtyard by Marriott). Also, some drivers might get mad and speed up to 100 miles per hour.

32.2.6.2.2A

32.13D

That is also a critical wild life habitat. So, let's keep the speed limit 50 two lane highway as is.

Sincerely
Randy Long

COMMENT #: 4764
DATE: 8/4/21 9:46 PM
SOURCE: Email
NAME: David D

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
David D
SLC, UT

COMMENT #: 4765
DATE: 8/4/21 10:29 PM
SOURCE: Email
NAME: Sara Wittenberger

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

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Sincerely,
Sara Wittenberger
Gold Canyon, AZ

COMMENT #: 4766
DATE: 8/6/21 10:42 AM
SOURCE: Email
NAME: Heather Dove

COMMENT:

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
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I believe the following should methods to reduce private vehicle traffic should be enlisted:

1. Provide bus service to the canyon year round. Connect the canyon bus service to other parts of the valley. **(32.2.2B and 32.2.2I)**
2. Make all buses servicing the canyon electric. **(32.2.6.3F)**
3. Limit the number of people allowed in the canyon at any one time -- I realize this is rather draconian, but I think it is necessary in order to save this canyon with its plants, wildlife, stunning views and its critical watershed. **(32.2.2L and 32.20B)**

Sincerely,
Heather Dove
Salt Lake City, UT

COMMENT #: 4767
DATE: 8/6/21 12:51 PM
SOURCE: Website
NAME: Loralee Peterson

COMMENT:

I think the gondola sounds like a great solution to canyon access. It solves more than one problem.
(32.2.9D)

COMMENT #: 4768
DATE: 8/6/21 1:07 PM
SOURCE: Website
NAME: Jonathan Dainesi

COMMENT:

This seems very rushed. I live down in Sandy. Why doesn't LCC have incentives to carpool like BCC does? **(32.2.4A)**

COMMENT #: 4769
DATE: 8/6/21 1:18 PM
SOURCE: Website
NAME: Jeff Robison

COMMENT:

I'm a life-long Utah resident and frequent visitor to Little Cottonwood Canyon. I have experienced the frustration of traffic jams going up and down the canyon. I agree that something needs to be done, but PLEASE PLEASE use common sense on this. Frequent, reliable, prioritized bus transport up and down the canyon is the common sense solution. **(32.2.9A)** A gondola will increase transit times and serve only the resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is totally unnecessary and amongst all of the options this is the one that scares me the most. **(32.2.9E)** Widening the highway is also an overstep, unnecessary. **(32.2.9C)**

Structural, traffic lane Investments at the mouth of the canyon to prioritize bus transit as well as increasing the park and ride capacity is the common sense and sustainable solution. Please use common sense here. **(32.2.9A)**

COMMENT #: 4770
DATE: 8/6/21 1:20 PM
SOURCE: Website
NAME: Paul Shin

COMMENT:

Strongly opposed to the building of a Gondola that would only serve one primary user group during the winter season. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Little Cottonwood Canyon is an incredible, natural resource for Salt Lake valley residents - the gondola threatens the beauty of the canyon and does not take into account other user groups for which the canyon serves during the non-winter months. **(32.17A and 32.1.2D)**

As a climber and Salt Lake City resident I implore UDOT to select an alternative with limited physical footprint & visual impact. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4771
DATE: 8/6/21 2:17 PM
SOURCE: Website
NAME: Mark Lee

COMMENT:

Why has there not been a compromise plan that does not jeopardize local climbing? It seems that multiple solutions are available, such as tolls, capacity limits, and better bussing that have not been seriously considered. **(32.2.9A and 32.2.4A)** Violating one communities resources for the benefit of another will not benefit either in the long wrong. **(32.4A and 32.4B)**

COMMENT #: 4772
DATE: 8/6/21 2:26 PM
SOURCE: Website
NAME: Jacob Vandecar

COMMENT:

Any options that do not require destroying world class historic boulders should be used **(32.2.9A)**. Destroying climbers favorite rocks so skiers can get up the canyon faster would be a tragedy. **(32.1.2D, 32.4A, and 32.4B)**

COMMENT #: 4773
DATE: 8/6/21 2:39 PM
SOURCE: Website
NAME: Thibaut Mounier

COMMENT:

none of the 2 preferred options make sense to me. Before investing hundreds of millions of public tax payers money into irreversible projects, some lighter scenario have to be put in place. This includes

- incentives to car pool (toll and parking fees) **(32.2.4A)**
- strict enforcement of winter tires or chain requirements **(32.2.2M)**
- implement a real bus shuttle system with high frequency (Natural gas vehicles) **(32.2.9A and 32.2.6.3F)**
- covered areas in the avalanche prone zones **(32.2.9K)**

Those are the reasonable alternatives that will preserve the flexibility of the system and ensure equal access to all canyons users and inhabitants across all seasons.

COMMENT #: 4774
DATE: 8/6/21 2:48 PM
SOURCE: Website
NAME: William Haas

COMMENT:

Dear UDOT,

I work as an IFMGA Mountain Guide based in the Wasatch. My primary areas of operation are in both LCC and BCC. In addition, I work as a professional avalanche forecaster and educator. I spend ~200 days in either LCC or BCC. I was an LCC resident for 4 years, and have been a Cottonwood Heights resident for 6 years.

Here are a few opinions I have on the UDOT proposals.

- First, in my experience over the past few years, it is apparent that BCC is as big of a congestion issue as LCC and none of the proposed solutions address any of the issues with BCC. This past season, I was up in both Canyons extensively for work and found BCC to be the canyon with worse congestion issues. The two alternatives do not address transport up BCC. If this is truly going to be a long term solution, the proposals need to address BCC as well as LCC. On the subject of BCC the HAWK was a disaster and this needs to be addressed separately for next winter. **(32.1.1A)**

- Second, I do not support either of the two preferred alternatives. **(32.2.9C and 32.2.9E)** They only service the needs of ski resort clients, and it is pathetic that these alternatives are being considered with tax payer money, and will alter public land. This is an atrocity. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** One example here, is climbing, particularly the Bouldering in LCC, will be destroyed to service the needs of the ski resorts. People have been climbing those route for well over 50 years, and have significant historical value to the Utah climbing community. **(32.4A and 32.4B)** Neither of these alternatives service the needs of a wide range of Canyon users. **(32.1.2D)** We need to find alternatives that do not physically alter the landscape of the canyons, and we need alternatives that are not just for ski resort users. **(32.1.2B, 32.1.2C, 32.1.2D and 32.2.9A)**

- Third, I do support and think the transit hubs are an excellent solution to canyon congestions. We need to remove private vehicles from the canyons, that are not residents or employees. **(32.2.2B and 32.2.2L)**

- Fourth, I do support all of the proposed and already implemented avalanche control mitigation strategies. I am in support of all the proposed RACS, and believe that snow sheds would also help. Snowsheds and RACS are the only physical change I would concede on for the Canyons. However, I do believe UDOT will have to maintain an artillery program, but to a lesser degree. **(32.2.9K and 32.2.6.2.3C)**

Recreation is exploding in the canyons, and much of the traffic in the canyons is not ski resort traffic. **(32.1.4E)** There were too many accidents involving vehicles that did not have proper traction this last season, and I never "ONCE" saw the traction law being check. I enter the canyons at ~7am each morning, and was in BCC/LCC over 100 days this last winter. We need to eliminate private vehicles from the Canyons in winter. **(32.2.2M)**

For solutions, I believe the best "long term" solution is an extensive bus system in both canyons starting at the transportation hubs for the winter time (November-April) and prohibiting private vehicles from both LCC and BCC (with exception for residents and employees). **(32.2.2B)** Parking in the canyons is already overflowing, and it's damaging the canyon. In my experience of mountain roads and towns all

over the world, this is the best solution for all users. Chamonix for example is best accessed via buses. Express buses would service ski resort clients, and local buses would service all other public land users stopping at all the trailheads. **(32.2.6.3C)** There should be tolling for all vehicles in both canyons (with exception for residents and employees) during the non-winter seasons, with slightly reduced bus services during these seasons. If private vehicles are going to be in the canyon they need to be tolled. **(32.2.4A)** UDOT may have statistics on number of vehicles, but I doubt they have statistics on what each vehicle is doing. **(32.1.2E)** I believe in addition to discouraging random vehicle traffic (which there is lots of), it will also help with the crime issues in the Canyons (graffiti, theft, assault). In addition, both Canyons need increased trailhead capacity, and UDOT needs to work with the NFS on expanding trailhead services (bathrooms/trash/trails/signage) as well eliminating the ability for parking on the roads. **(32.2.9O and 32.4P)** In addition I support widening Wasatch BLVD, and also having side walks and bike lanes on Ft. Union and all other major streets that would access the Transportation Hubs. **(32.2.6.2.2A and 32.2.9Q)**

For this to work, you need to make buses the only solution for all canyon users. **(32.2.2B)** If people are still able to drive their private vehicles, they will, and I'm afraid the UDOT preferred alternatives will fail due to this.

In summary:

- We cannot go ahead with a solution that alters the canyons such as dramatic road widening or the gondola.
- We cannot allow ski resort interests to drive the solutions, as this concerns public land access and user groups well beyond ski resort clients. UDOT should gather info on individual usage rather than speculate.
- Transportation Hubs are mandatory
- RACS and snowsheds will help protect the road.
- We need solutions that eliminate private vehicle use during the winter season.
- We need tolling on private vehicles during non-winter seasons.
- There must be a comprehensive solution that address the issues in both LCC and BCC. From traffic congestion on the roads to parking at the trailheads.
- This is one of the most important issues facing the Salt Lake Valley and Wasatch.

Thank you for all the effort on this project.

William Haas

COMMENT #: 4775
DATE: 8/6/21 3:00 PM
SOURCE: Website
NAME: Jessica Reece

COMMENT:

I am disheartened by a solution to add costly changes to lessen the traffic burden on LCC as opposed to taking more reasonable approaches first. I would rather see the money used towards filling our citizen's basic needs, such as shelter and food for the homeless. **(32.1.2B)** I am sick to my stomach at the idea of tax payer dollars being used to accommodate ski resorts, and especially the idea of expanding a road or building a gondola, when there are more cost effective and environmentally friendly solutions available **(32.1.2D, 32.2.7A, 32.2.9A, 32.2.2PP, 32.7B, and 32.7C)**. And...what happens when the snow starts drying up and tourism declines? **(32.2.2E)** These efforts would be for nothing. Is that what it will take for the state to see that mother nature needs an advocate against the pollution and related state corruption preventing laws from protecting our Earth? **(32.29G)** There's another idea for all this Govt money that apparently needs spent....why don't we protect our planet first so we might even have a ski season still in 30 years instead of worrying about how the hoards of tourists can get to the ski resort?

COMMENT #: 4776
DATE: 8/6/21 3:47 PM
SOURCE: Website
NAME: Chris Pieper

COMMENT:

Please for the love of god do not bulid a gondola up the middle of the canyon. **(32.2.9E)** You will ruin LCC for everyone besides out of state tourists and will waste untold amounts of tax dollar that will only benefit two ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Improve existing bus infrastructure and at most make a dedicated bus lane. **(32.2.9B)**

COMMENT #: 4777
DATE: 8/6/21 4:00 PM
SOURCE: Email
NAME: Chris McCandless

COMMENT:



August 6, 2021

Mr. Josh Van Jura
UDOT
Email copy only

RE: LCC EIS Comment

Dear Mr. Van Jura:

As attached below, we want to provide you with a copy of some clarifying perspectives that we have relating to the UDOT EIS presently being considered. We would also like this information to be included in the formal comments for the same. Please note that we have sent this information to other stakeholders and elected officials and is as follows:

Dear Commissioners,

A couple of comments have recently been made that has caused me to reflect on some of the details of the comparison for the enhanced bus/widened roadway and gondola options. The topics have been around the difference in the alternatives costs and should we (the taxpayers) be paying for a gondola (or the bus system road widening) for the benefit of the two ski resorts. Our thoughts are as follows:

This is really a two-part question. The gondola budget as submitted by UDOT has the cost of snow sheds included in the \$596K amount. The snow shed costs should not be included as the gondola does not need snow sheds; busses need snowsheds. It may well be that snowsheds are eventually needed, but it should be a separate allocated cost, just

32.2.6.5Z

as the trailhead and tolling costs are allocated in a separate category within the DEIS. With snowsheds removed, the cost to construct the gondola is less than the bus and road-widening proposal.

Second, the overhead and management costs for the bus are \$3.4 million dollars higher than the gondola - winter only (UDOT does not have a winter cost projected for bus yet)! In addition, the DEIS does not consider Snowbird's (and possibly Alta's) increased commitment (above what they pay UTA today) to pay the season pass holders' and employees' gondola tickets. This increase contribution will reduce even further the gondola operating costs by at least \$1 million per year. You also need to consider that busses have a life cycle of 15 years and a require major overhaul at 7.5 years as compared to the Doppelmayr projected 50-year life cycle (projected to be 30 years by UDOT) of the gondola; that is \$4.4 million per year lower cost and over the 50-year life cycle the Gondola has a public savings of \$220,000,000 for gondola versus bus.

32.2.7G

Furthermore, UTA presently subsidizes canyon transportation (beyond Snowbird and Alta's current transit contributions) spreading the tax burden for mountain transportation costs across their entire population base from all Salt Lake County taxpayers. The UTA subsidy comes from their general fund and is based on collecting the UTA share of the state sales tax. We are projecting that the gondola will only receive operating funds from the canyon recreationalists, scenic travelers, tolls, individual ticket sales, and the resort subsidies and not through the UTA sales tax. The fairest way to provide a smaller tax burden on all the people of Salt Lake County is the gondola because it won't be subsidized through sales tax like the UTA bus system.

32.2.7G

Regardless of the transportation mode presented by UDOT, the State—like all transportation modes—has borne the burden of providing transportation solutions for its resident population, businesses, and guests from outside the state. It is part of their mandate, and the LCC road is no different. Our option is to try and help guide the

decision. As elected officials, you have always tried to place the health, safety, and welfare of the resident population first in your analysis when deciding about roads and transportation options.

*To that end, the bus system in LCC has failed; nobody wants to ride it: you, me and our friends and our family. Of the population that presently rides the bus, it is the resort employees and season pass holders that make up 80% of the ridership because it costs them nothing (although Snowbird and Alta pay their fares). Making it bigger and more robust by doubling the size with two more lanes will only increase speeds and decrease the health safety and welfare of the citizens and not solve the canyon transportation problems. Besides, the bus system, over time, will be considerably more expensive than the alternative and **all** County taxpayers, will have to pay for it versus just the canyon users. We should choose the system that places the costs to the canyon users and **NOT** the general population of Salt Lake County, many of whom will never ride neither the bus nor the gondola up the canyon. Nonetheless, a solution is needed and we are confident UDOT will choose one of the two options by the end of the DEIS process.*

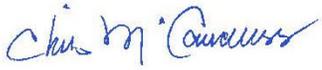
32.2.4A

32.7B and
32.7C

32.7G

Sincerely,

CW MANAGEMENT CORPORATION



Chris McCandless

President

COMMENT #: 4778
DATE: 8/6/21 4:14 PM
SOURCE: Website
NAME: Matthew Clawson

COMMENT:

While i respect the opinion of the counsel and the results of the traffic study done in little cottonwood canyon, I have to disagree with both proposals for the road. **(32.2.9C and 32.2.9E)** the expansion of the road will not improve traffic, it will merely increase the numbers on the road competing for the same number of parking spots, and will destroy many iconic climbing areas. **(32.2.4A, 32.7C, and 32.4A)** The gondola alternative is an expensive and destructive option that will prove to be a shuttle for the rich and famous, and an eyesore for those who use the canyons during the summer months. **(32.1.2D, 32.2.4A, 32.2.7A, 32.5A, 32.7B, and 32.7C)** While i understand that others might desire these proposals, ultimately, they benefit two highly profitable ski resorts the most. ski resorts that cost \$200 a day to visit, which has become increasingly more restrictive for those who live in the salt lake valley. Who do these options benefit? Two big businesses and their wealthy patrons? It certainly does not benefit most salt lake residents. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4779
DATE: 8/6/21 4:38 PM
SOURCE: Website
NAME: Emery Lortsher

COMMENT:

As an avid outdoors woman I am strongly opposed to the widening of Little Cottonwood Canyon as well as a gondola. **(32.2.9C and 32.2.9E)** It seems like expanding bussing would be the best solution to increased traffic and parking issues. **(32.2.9A)**

Thanks

Emery

COMMENT #: 4780
DATE: 8/6/21 5:12 PM
SOURCE: Website
NAME: Ethan Printy

COMMENT:

While I appreciate and respect the time and effort that UDOT has put into this project I must ask that you find other options that will not impact the hard work that local climbers have put into developing this area. **(32.4A, 32.4B, 32.2.9A, and 32.2.2PP)**

COMMENT #: 4781
DATE: 8/6/21 5:25 PM
SOURCE: Website
NAME: Nick Woodward

COMMENT:

Both of these solutions seem much too hasty and extreme without trying other, less costly and destructive solutions. **(32.2.2PP)** In addition, both would use tax dollars that mostly benefit the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I understand that they are both significant contributors to local economies but they would put nothing toward these solutions but would profit either way. I oppose both plans completely without further investigation towards other solutions first. **(32.2.2PP, 32.2.9C and 32.2.9E)**

COMMENT #: 4782
DATE: 8/6/21 5:42 PM
SOURCE: Website
NAME: Jacob Malkin

COMMENT:

For me maintaining minimal environmental impact and low cost accessibility is very important. Improving bus service with express service to resorts and local service to trailheads provides a low cost, fast service. **(32.2.9A, 32.2.4A, and 32.2.6.3C)** This is a low cost option for consumers and tax payers. If we combine this with a 25 dollar single occupant vehicle charge, people will be encouraged to use the enhanced bus system. The toll will also help keep the cost low for tax payers of any road/bus system maintenance. **(32.2.4A)**

COMMENT #: 4783
DATE: 8/6/21 6:03 PM
SOURCE: Website
NAME: Sean O'Brien

COMMENT:

Backcountry ski/splitboarding is the future; on-piste is the past.

Stop catering to resorts that profit off the exploitation of our Wasatch Mountains. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Prioritize resources to human-powered enjoyment of our lands. The solutions are within how we recreate and how we get to/from the trailheads so, grow up, and make the hard decisions.

COMMENT #: 4784
DATE: 8/6/21 6:21 PM
SOURCE: Website
NAME: Abby Warner

COMMENT:

I am not in favor of the widening of the road or the gondola in LCC! Save our canyons!! (32.2.9C and 32.2.9E)

COMMENT #: 4785
DATE: 8/6/21 7:42 PM
SOURCE: Website
NAME: Joe Hillock

COMMENT:

Murray resident [REDACTED]. I do not support any of the proposed options in the current EIS. **(32.2.9G)** We need to give buses a real try before irreversibly altering LCC. Buses, funded properly, solve all of the issues. Buses are scalable, won't increase congestion at the mouth of the canyons, can be implemented faster, and don't require irreversible change to LCC. Make the buses convenient, comfortable, and frequent and toll LCC and people will ride them. **(32.2.9A and 32.2.4A)**

COMMENT #: 4786
DATE: 8/6/21 7:46 PM
SOURCE: Website
NAME: C Scaife

COMMENT:

Agree that the 2 solutions, widening road for increased bus traffic or the gondola. Just regulate # resort skiers up the canyon **(32.29D and 32.2.2K)**

COMMENT #: 4787
DATE: 8/6/21 7:48 PM
SOURCE: Website
NAME: Jeff Levy

COMMENT:

Neither road widening nor gondola are good options. The resorts should regulate the number of cars allowed per resort (**32.2.9C, 32.2.9E, and 32.2.2K**)

COMMENT #: 4788
DATE: 8/6/21 8:48 PM
SOURCE: Website
NAME: John Kingsbury

COMMENT:

The Gondola is a terrible idea. It will ruin the pristine beauty of the canyon. Please do not build a gondola in LCC. (32.2.9E and 32.17A) I would prefer the bus option. That way there could be stops at the trailheads (32.2.9A and 32.2.6.3C)

COMMENT #: 4789
DATE: 8/6/21 8:51 PM
SOURCE: Website
NAME: Juliet Mandell

COMMENT:

Please do not disrupt the nature in Little Cottonwood Canyon; it is a very special place to outdoor enthusiasts, and presents some of the best climbing in the country. **(32.4A and 32.4B)**

COMMENT #: 4790
DATE: 8/6/21 9:31 PM
SOURCE: Website
NAME: Adam Moses

COMMENT:

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

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

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

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

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COMMENT #: 4791
DATE: 8/6/21 9:52 PM
SOURCE: Website
NAME: David Kider

COMMENT:

Please do NOT build a gondola near LCC, and do not widen the road in LCC. **(32.2.9C and 32.2.9E)**
Restrict traffic in the canyon if you have to, and charge a fee to drive in the canyon when it's overcrowded. **(32.2.4A)**

COMMENT #: 4792
DATE: 8/6/21 10:26 PM
SOURCE: Website
NAME: Darcy Stamler

COMMENT:

I support the gondola for Little Cottonwood Canyon over any alternatives. **(32.2.9D)**

COMMENT #: 4793
DATE: 8/6/21 11:20 PM
SOURCE: Website
NAME: Kelly McBeain

COMMENT:

I do not support the construction of a gondola or widening the road. **(32.2.9C and 32.2.9E)** We should use existing infrastructure to address the issue. **(32.2.9A)** The resorts have an inherent capacity limit and tax dollars should not be used to fund what ultimately benefits private resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4794
DATE: 8/6/21 11:42 PM
SOURCE: Website
NAME: David Lincoln

COMMENT:

Please protect climbing areas and access! (32.2.4A)

COMMENT #: 4795
DATE: 8/6/21 11:43 PM
SOURCE: Website
NAME: Ryan Ballard

COMMENT:

I don't think enough has been tried before going to solutions that permanently scar the canyon.
(32.2.2PP)

I think tolling, larger fees for single occupant cars, less or no fees for cars with 4 plus occupants, and true enforcement of the traction laws are simple steps that can be instituted. **(32.2.4A, 32.2.2Y, and 32.2.2M)** Another thought would be using all lanes for uphill travel and vice versa in peak traffic.
(32.2.2EE)

COMMENT #: 4796
DATE: 8/7/21 1:23 AM
SOURCE: Website
NAME: Mark Seguin

COMMENT:

Please do not irreparably harm the beauty of LCC with obscene gondola towers. **(32.2.9E)** This strictly serves the resorts and not the public who recreate outside resort boundaries. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Expand bussing, incentivize carpooling/ride-sharing, even charge per-car heading up the canyon first. THEN if we have a decade of no other options working, MAYBE revisit the gondola idea. **(32.2.9A and 32.2.4A)**

COMMENT #: 4797
DATE: 8/7/21 3:24 AM
SOURCE: Website
NAME: Andrew Meservy

COMMENT:

Please please please do not build some dumb highway to the ski resorts. **(32.29D)**

The bouldering and climbing routes available as a part of the natural allure of little cottonwood canyon are one of the area's best features. It would be absolutely devastating to everyone to have our BEAUTIFUL nature completely destroyed in order to service a small number of for-profit resorts during a small window of time during the year. **(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Having snowboarded up there before, the current bus system works great and I see no reason to destroy our beautiful canyons and spend millions of dollars in order to give these ski corporations transport for free. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If those corporations are going to foot the bill, and they can do it in a way that does not destroy our canyons, then it wouldn't be a problem.

COMMENT #: 4798
DATE: 8/7/21 7:19 AM
SOURCE: Website
NAME: Natasha Hodges

COMMENT:

Please keep LCC the way it is!!! I love recreating up there and would be heartbroken with any limited access up there!(**32.4A, 32.4B, 32.4G, and 32.4P**)

COMMENT #: 4799
DATE: 8/7/21 7:56 AM
SOURCE: Website
NAME: Jennifer Stoddard

COMMENT:

The gondola option seems the only way to go! If locals want a bike path then JUST providing that would be a good compromise. The idea of destroying the canyon to widen the road, put concrete avalanche mitigation seems ridiculous when there is another less costly, less impactful solution. Please choose to build the gondola!([32.2.9D](#) and [32.2.6.5Z](#))

COMMENT #: 4800
DATE: 8/7/21 8:33 AM
SOURCE: Website
NAME: Lori Campbell

COMMENT:

Both widening the road as well as ripping apart the canyon to install an inefficient and gimmicky gondola are terrible ways to treat our canyon. **(32.2.9C and 32.2.9E)**

We ALL use this canyon and these measure seem to be geared to benefit solely Alta and Snowbird. This is not how I want my tax dollars to be spent. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

These proposed solutions have HUGE environmental impact and this is a time when we need to stop and think about the long term and what will happen to our canyons when we work to only help Alta and Snowbird. **(32.2.2PP)**

COMMENT #: 4801
DATE: 8/7/21 8:34 AM
SOURCE: Website
NAME: Julie Deemer

COMMENT:

Please consider impact and expand little CC in the safest and best way not a gondola (**32.2.2PP and 32.2.9E**)

COMMENT #: 4802
DATE: 8/7/21 8:34 AM
SOURCE: Website
NAME: Lori Campbell

COMMENT:

Both widening the road as well as ripping apart the canyon to install an inefficient and gimmicky gondola are terrible ways to treat our canyon. **(32.2.9C and 32.2.9E)**

We ALL use this canyon and these measure seem to be geared to benefit solely Alta and Snowbird. This is not how I want my tax dollars to be spent. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

These proposed solutions have HUGE environmental impact and this is a time when we need to stop and think about the long term and what will happen to our canyons when we work to only help Alta and Snowbird. **(32.2.2PP)**.

COMMENT #: 4803
DATE: 8/7/21 8:47 AM
SOURCE: Website
NAME: Lia Applegarth

COMMENT:

Accept LCC had reached its max limit , expansion is not the answer. Don't destroy what we love about the canyon. **(32.20B and 32.2.9G)**

COMMENT #: 4804
DATE: 8/7/21 8:51 AM
SOURCE: Website
NAME: Jessica E.

COMMENT:

This location is absolutely beautiful and you can take a step away from the busy world of The Valley and really go into a zone and climb. While having a more convenient way to get to skiing sounds nice, that route would only be useful for people a small percentage of the year. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** When it's morning snowing, people enjoy the ability to climb out there which is a higher percentage of the year than skiers. **(32.1.4E)** Please reconsider this and take the time to listen to the people who actually use the area more often.

COMMENT #: 4805
DATE: 8/7/21 8:57 AM
SOURCE: Website
NAME: Jon Healy

COMMENT:

I am very much in favor of the Gondola option. Besides being very practical, safe, and clean , it will be extremely cool and will probably become a top attraction along the wasatch front. I would love to ride a gondola from the mouth of the canyon to the top!(32.2.9D)

COMMENT #: 4806
DATE: 8/7/21 9:19 AM
SOURCE: Website
NAME: Steven Woodward

COMMENT:

I'm all for the gondola! Brilliant idea!(32.2.9D)

COMMENT #: 4807
DATE: 8/7/21 9:19 AM
SOURCE: Website
NAME: Karen Domer

COMMENT:

I am not in support of a gondola or widening the road. I do support Save Our Canyons transportation plan. (32.2.9E and 32.2.2I)

COMMENT #: 4808
DATE: 8/7/21 9:38 AM
SOURCE: Website
NAME: Spencer Harkins

COMMENT:

Neither option works in the long term. Road widening will not alleviate traffic on the road. **(32.7B and 32.7C)** The gondola will not move enough people to make an impact in 20 years. We need a different option. **(32.2.6.5N)**

Please look into bussing people like Zion National Park, shutting the road down to free car access unless tolled or carpooling 5+ **(32.2.2B)**

COMMENT #: 4809
DATE: 8/7/21 9:46 AM
SOURCE: Website
NAME: Elisha Parslow

COMMENT:

There is a lot of history in LCC for the climbing community. As the world begins to recognize more Climbing and become a part of the sport, taking away a historic part of that will only make people ask why they didn't learn about climbing sooner so they could prevent this. **(32.4A and 32.4B)** Having a shuttle service opposed to impacting these bouldering areas will appease both the resort and climbers and reduce traffic on the road without large environmental impacts. **(32.2.9A)**

COMMENT #: 4810
DATE: 8/7/21 10:38 AM
SOURCE: Website
NAME: Herman Post

COMMENT:

Building a tram in LCC is simply wrong. **(32.2.9E)** It is a violation of everything the canyon is. This is self evident, and if the powers that be do not see this then there is little hope. **(32.2.9G)** Adding buses with minimal impact on the canyon environment is the only reasonable solution that addresses all users, not just the ski resorts. **(32.2.9A)** I am a skier, it is the primary reason I came to Utah fifty years ago. I would give it all up to prevent a tram. Don't you see?

COMMENT #: 4811
DATE: 8/7/21 11:31 AM
SOURCE: Website
NAME: Chris Gussner

COMMENT:

Yes for the gondola in Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 4812
DATE: 8/7/21 11:31 AM
SOURCE: Website
NAME: Rob Aseltine

COMMENT:

Please do not increase human traffic into Little Cottonwood Canyon. **(32.1.2B and 32.2.4A)** After 14 years of regular recreation and work based in Little Cottonwood, I have noticed that the canyon has reached his human traffic limit in the last 3-4 years particularly during winter season. The experience at the resorts is already crowded. Making more efficient means of transportation to fix the traffic problem only furthers the problem of human congestion at the resorts. **(32.20A and 32.20C)** Instead as a community we need to get creative with inclusive programs while allowing and supporting the resorts to increase prices to match the growing demand and exclusive world renowned experience little cottonwood canyon holds. The resorts need to be forced to rethink there business models. More in terms of quantity of guests is not better when it creates irreversible negative impacts on the experience. **(32.2.2K)**

COMMENT #: 4813
DATE: 8/7/21 12:05 PM
SOURCE: Website
NAME: Jonathan Vickers

COMMENT:

I think the gondola proposal is ludicrous especially without trying other options first. **(32.2.9E)** It's a huge infrastructure change with the complete removal of recreational resources such as rock climbing. **(32.4A, 32.4B, and 32.4G)** Not to mention the absurd eyesore something like a gondola would be from just about every place in Little Cottonwood Canyon for everyone! **(32.17A)** It seems like a short sighted win for the resorts and their shareholders. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** While the road widening seems more measured, it still has irreversible costs to the climbing resources and no doubt other options should be considered, implemented and vetted before jumping to options that are costly and irreversible. **(32.2.9A and 32.2.2PP)** It feels like skiers (aka the resorts and visitors) will exclusively benefit and other user groups (especially climbers) are going to pay for it in one way or another. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Other options exist and they should be considered before big changes to the infrastructure and landscape should even be considered. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4814
DATE: 8/7/21 12:12 PM
SOURCE: Website
NAME: Jodie Osofsky

COMMENT:

The gondola is the best financial and environmental decision overall. Please don't crowd the canyons with more busses that get stuck in the snow and emit more carbon into our already terrible air. **(32.2.9D and 32.10A)**

COMMENT #: 4815
DATE: 8/7/21 12:22 PM
SOURCE: Website
NAME: Woodrow L Blevins

COMMENT:

The impact of building a Gondala or widening the Road is unacceptable. **(32.2.9C and 32.2.9E)** We need to accept the facts that the Canyon will only allow so many visitors (Cars). **(32.20B)** We need to improve road conditions, move forward with the plan to build better parking for the Trail Heads. **(32.2.9O)** I believe that the reservation suestem at Snowbird was successful with some minor adjustments and could be expa need to Alta. **(32.2.2k and 32.2.4A)** Parking on the highway should be eliminated. **(32.2.9Q)** This will make the experience for those using the canyon a better experience. Also the environment and financial impact doesn't make sense for anyone except the Resort owners. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** You can't pack 10 lbs of BS in a 2 lb can. I vote No to the development of this project. **(32.2.9G)**

COMMENT #: 4816
DATE: 8/7/21 1:29 PM
SOURCE: Website
NAME: Marian North

COMMENT:

For several years I have been concerned about the amount of traffic in Little Cottonwood canyon and the impact on the environment. Widening the road and adding diesel buses doesn't seem to solve that problem....and even sounds worse! **(32.2.9C)** I encourage and support the gondola solution! **(32.2.9D)**

COMMENT #: 4817
DATE: 8/7/21 2:17 PM
SOURCE: Website
NAME: Jack Eldredge

COMMENT:

Germany successfully utilized Suspended rail systems that decreased liability for the system by removing all possibility of collisions and can be powered electrically diminishing the amount of air pollution why don't we think ahead towards real solutions that could possibly change her entire narrative about the Wasatch and how we utilize these mountains. A system like this could revolutionize how we unite the entire Wasatch and transport the workforce safely and effectively it's not too late for Utah to make truly revolutionary decisions. **(32.29D)**

COMMENT #: 4818
DATE: 8/7/21 2:17 PM
SOURCE: Website
NAME: Katelyn Mendel

COMMENT:

The bus lane would essentially be the absolute answer. **(32.2.9B)** A gondola does not solve the mountain capacity limit, lower canyon parking limit, and has an ugly cost to the beautiful scenic views. **(32.20B, 32.2.4A, and 32.17A)** A bus lane would preserve and actually solve all three of those problems and of course diminish traffic.

COMMENT #: 4819
DATE: 8/7/21 3:56 PM
SOURCE: Website
NAME: Kristie Hilton

COMMENT:

Our canyons have been impacted enough, what a horrible eyesore for our beautiful canyons not to mention the destruction of the land building gondolas would create. **(32.17A)** And that doesn't even touch what it would do to the wildlife we have left. We need to protect what little we have left. **(32.13A)**

COMMENT #: 4820
DATE: 8/7/21 5:40 PM
SOURCE: Email
NAME: Brian Hoskins

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

Greetings,

Have you considered using the La Caille station as a dual purpose center, allowing for gondola and bus access. **(32.2.2W and 32.2.6.2.1CC)**. I think expanding the road to accommodate buses is not a good option (costs, environmental impacts, time etc.). **(32.2.9C)** However, I think increasing bus access in combination with a gondola would provide the greatest chance to accommodate all users and reduce private vehicles. **(32.2.2W)**. The public transportation should be very affordable or even free. People electing to drive up the canyon would have to pay an access fee that could help offset cheap/free public transportation. **(32.2.4A)**. I would also like to advocate for an expanded transportation center with improved bus access to Big Cottonwood Canyon. BCC has similar traffic issues and improved public access would alleviate the congestion. **(32.1.1A)**

Thanks for your consideration,
Brian Hoskins

Sincerely,
Brian Hoskins
SLC, UT

COMMENT #: 4821
DATE: 8/7/21 6:32 PM
SOURCE: Website
NAME: Kathryn Wright

COMMENT:

I do not support either alternative proposed for Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** I think traffic should be limited in that Canyon. **(32.2.2L and 32.2.2K)** I have skied nearly all of the Utah ski areas. Some are more accessible than others. Both Alta and especially Snowbird have expanded their areas and lodging over the years. I think it's unfortunate that occurred. Snowbird didn't build into it's expansion appropriate parking and so the narrow road is used for parking creating a bottleneck. I think there are way too many people at both ski areas at times. I am opposed to spending money to accommodate the areas' skiers on the days when there are issues. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think there were good reasons to not use either Little or Big Cottonwood Canyons for the Olympics.

COMMENT #: 4822
DATE: 8/7/21 8:43 PM
SOURCE: Website
NAME: Ben Beardsall

COMMENT:

I don't believe enhanced bus service is the best solution. **(32.2.9C)** People aren't going to want to ride the bus in the ski boots and it won't improve the parking situation up top without forcing people to take the bus, which wouldn't provide the same level of customer experience. **(32.2.4A)** To provide a world class experience and improve the experience of skiing in the canyon the gondola is the only way. **(32.2.9D)** The gondola itself will be a tourist attraction as well and will generate more local visitation and tourism during summer and fall for sight seeing when there might otherwise be lower visitation. Given the variability of weather the reliability should be paramount. Given the climate change situation the less invasive less polluting method of travel should be chosen and that most certainly would be the gondola. **(32.13A, 32.13B, 32.17A, and 32.17B)** Also, the gondola would allow closures of that road for athletic events as there would still be alternatives for travel. Think about what car free Saturdays or Tuesdays or something could mean for the usage options of that road. Think about the possibilities of reducing the reliance on personal vehicles and focusing on solutions that will be looked at favorably in the future. It's the easy option to build more highways. We've been doing that for 100 years... but has that honestly worked out best for us? or has the European model of transportation focusing on mass transit better. If you've been to Europe you know which version is better and it isn't 26 lane highways and personal vehicles. You have a chance to pick an forward looking option or dig out the old toolbox and do what you've always been doing. I hope you choose the right choice.

COMMENT #: 4823
DATE: 8/7/21 8:53 PM
SOURCE: Website
NAME: Spencer Burgon

COMMENT:

I think the gondola is cool, please make it blend in with natural surroundings. Also please make it cheap, thank you! **(32.2.9D and 32.2.4A)**

COMMENT #: 4824
DATE: 8/7/21 8:57 PM
SOURCE: Website
NAME: Bill Craig

COMMENT:

This seems to spend a lot of money only to benefit a limited number of citizens for a limited amount of the year. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I believe that a system similiar to the bus system in Zions park would be better. **(32.2.2B)** Try to incentivize the use of conventional busses. **(32.2.4A)**. Automobile traffic should be limited by making people reserve passes a day or two in advance. **(32.2.2K and 32.2.4A)** I am not in favor of tolls because I think it will only benefit the wealthy similar to the commuter lanes on I-15. **(32.2.4A)** If I had to choose between the two preferred alternatives, I would choose the Gondola option.

COMMENT #: 4825
DATE: 8/7/21 10:08 PM
SOURCE: Website
NAME: Kaleb King

COMMENT:

Less destructive options exist. **(32.2.9A and 32.2.2PP)** By following through with either of these options, you will be eliminating important climbing areas (crag). These crags are often sought after not only by locals but tourists and climbers from all around America and the world. Please seek out another, less destructive option. **(32.4A and 32.4B)**

COMMENT #: 4826
DATE: 8/8/21 7:49 AM
SOURCE: Website
NAME: Mitchell Brower

COMMENT:

The resorts were completely full this season. They cannot accommodate more people anyways. Leave it as it is. Get rid of ikon pass and raise prices. **(32.2.2K and 32.2.9G)**

COMMENT #: 4827
DATE: 8/8/21 8:01 AM
SOURCE: Website
NAME: Zach Averill

COMMENT:

How do any of the plans propose to make up for the destruction of bouldering in LCC? These boulders get used by 1000s of people every year and are a staple of Utah history. Their destruction for a plan that only helps the ski resorts would be very short sided. **(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4828
DATE: 8/8/21 10:15 AM
SOURCE: Website
NAME: David Pedersen

COMMENT:

I believe widening the road is not a long term solution and will cause a big negative impact on the canyon. **(32.2.9C)** By means of sound, space taken by the road eliminating miles of the natural environment. **(32.13B)**

More buses and bus stops that can flex during peak seasons with combinations of pay for use parking. I believe would be the best solution **(32.2.9A, 32.2.6.3C, and 32.2.4A)**

COMMENT #: 4829
DATE: 8/8/21 10:51 AM
SOURCE: Website
NAME: Grazyna Wojtczak

COMMENT:

Canyon and its water shed needs to be protected as pristine as it is, not only for us but future generations. **(32.12A and 32.12B)** People come to see the virgin mountain untainted by civilization. Majestic views attract visitors and athletes. It seems to me the issue with too many visitors is only in the winter; Christmas holidays, skiing weekends and powder days, thus a couple of weeks per year. **(32.1.2B and 32.1.4D)** The development of the Canyon would create a permanent scar addressing rather short-term bottleneck. **(32.17A and 32.17B)** I am surprised a Gondola made up the top two options. I do not believe widening the canyon road is necessary if electric bases are introduced as well as parking reservations for peak days. **(32.2.9E, 32.2.9C, 32.2.6.3F, 32.2.2K, and 32.2.4A)** I would recommend starting with new buses and parking reservations to see if widening of a road is really necessary. **(32.2.9A and 32.2.4A)**. Who is going to pay for that? **(32.2.7A)**
I hope people leaving at the mouth of the canyon, local residents, will be exempt from paying the toll regardless of their license plate. **(32.2.4A)**

Below are my comments related to each of selected options:

GONDOLA OPTION

POSITIVE NEGATIVE

There is nothing positive about it Monstrous structure destroying the view of the canyon **(32.17A)**
People will not use it regularly as it is very impractical; imagine a family with children and skiing gear driving to a parking, taking bus to gondola, and then gondola to Alta. The trip will take an hour and a lot of effort. **(32.2.4A)**
No ability to evacuate/rescue quickly as people are hanging in the air **(32.2.6.5K)**
No gondola movement during avalanche control due to risk of flying bombs **(32.2.6.5H)**
The ticket price was not revealed so far which I find interesting as it should have been part of project financials P&L and ROI **(32.2.4A)**
Destruction of the boulders used by climbers **(32.4B)**
Cost to build and maintain **(32.2.7C)**
Destruction of my family lifestyle as we have a house at the mouth of the canyon , will compensation be offered to canyon residents? **(32.4E)**
Risk of decrease in our house value
Have the impacts of the earthquake and very strong winds been assessed? They cannot be good for gondola structure and operation. **(32.2.2K)**
Someone stated at the 7/20/2021 meeting the gondola will be the safest of the options. How can you say that if the gondola being discussed "has never been built before? **(32.2.6.5BB)**

RAPID BUS OPTION

POSITIVE NEGATIVE

Flexible and scalable to the volumes of visitors.No need to widen the road if this option is combined with toll and parking reservation for peak days **(32.2.9A and 32.2.4A)**
Electric buses will be environment friendly **(32.2.6.3F)**.
Can stop in the case of emergency
In summary, my recommendation is to introduce electric bases without widening the road, coupled with parking reservation system only for peak days. **(32.2.9A, 32.2. 6.5F, and 32.2.4A)** Consider local residents, from the mouth of the canyon to the end of the canyon by providing exemption from toll and access restrictions. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**.

After few years of skiing seasons decide if widening the road within the canyon is really necessary.

COMMENT #: 4830
DATE: 8/8/21 11:13 AM
SOURCE: Website
NAME: Margaret Vallejo

COMMENT:

This proposal is limited in scope and doesn't take into account the canyon's dispersed recreation users other than the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Additionally, it doesn't take into consideration the considerable environmental damage - mainly water - that would result from either of these options moving forward. **(32.12A and 32.12B)** The canyon - and ski resorts - cannot sustain unregulated growth and it's irresponsible to ask the tax-payers to pay half a billion dollars for this fallacy. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4831
DATE: 8/8/21 11:26 AM
SOURCE: Website
NAME: Susan Daniero

COMMENT:

I live full time in Park City. I heard an excellent suggestion today for the Little Cottonwood traffic issue. Put up an electronic sign at the mouth of Little Cottonwood with the total amount of cars that have filled all parking spots. Then the number of cars leaving Little Cottonwood. That should tell you if you are going to make a trip for nothing and have to come back down. **(32.2.2K)** OR if you park illegal there may be a big fine. With the computer technology we have today, you should be able to drive right to the parking spot with no problem. Let's not destroy the mountain side and water shed with high rise Condo's, High density housing, Hotels , Parking lots, Freeways, shops. There is no need for all this. I don't think the residents of Utah want to spend tax dollars on expensive Gondolas or road widening! **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thanks --Susan

COMMENT #: 4832
DATE: 8/8/21 12:26 PM
SOURCE: Website
NAME: Mandi Christensen

COMMENT:

I strongly oppose Gondola project in LCC. The climbing impact will be great. Not ok! (32.2.9E and 32.4B)

COMMENT #: 4833
DATE: 8/8/21 12:26 PM
SOURCE: Website
NAME: Mandi Christensen

COMMENT:

Strongly oppose the Gondola project. (32.2.9E)

COMMENT #: 4834
DATE: 8/8/21 2:27 PM
SOURCE: Website
NAME: Lisa Hunt

COMMENT:

The gondola makes sense in preserving the natural aspect of the canyon, controlling traffic and still allowing access **(32.2.9D)**

COMMENT #: 4835
DATE: 8/8/21 3:38 PM
SOURCE: Website
NAME: Norm Slauenwhite

COMMENT:

I did Transportation from the airport to Snowbird/Alta for over 40 years. I have seen what has happened in Little Cottonwood Canyon with the traffic and crowds. At this time LittleCottonwood is a victim of its own success. Traffic is a nightmare and gridlock is common. I am a supporter of a gondola to the resorts but think you are missing the larger picture with this gondola. **(32.2.9D)** My personal opinion is the gondola would be better situated near the flight park at the point of the mountain. **(32.2.2I)** This would be the center of the population in Salt Lake and Utah counties. It would also be accessible to the future trax expansion and frontrunner. Snowbird and Alta could be reached without flyovers of anyone's houses and would go up through American Fork Canyon. **(32.2.2J)** This would also allow for future expansion to Solitude /Brighton and possibly over to the gondola base at Deer Valley. **(32.2.2N and 32.2.2Q)** If this were to happen guests could transverse both directions and with the support of The State of Utah could use both the flight park at the point of the mountain and Jordanelle State Park for parking.

Think about it!

COMMENT #: 4836
DATE: 8/8/21 3:47 PM
SOURCE: Website
NAME: Mark Davis

COMMENT:

I don't want to have a gondola system. It would destroy the natural beauty of the canyon. (32.2.9E and 32.17A)

COMMENT #: 4837
DATE: 8/8/21 4:08 PM
SOURCE: Website
NAME: Taylor Drage

COMMENT:

A gondola is not the solution local taxpayers need or want. **(32.2.9E)** I'm not one of the 'no-development' hippies and have skied Alta and Snowbird for 30 years, one that is impacted by the crowds I wish would go away. But I would rather sit in traffic than see our beautiful canyon stitched together with large steel towers and gondola. A better bussing solution and avalanche garages like exist in Canada can alleviate much of the pain. **(32.2.9A)**

COMMENT #: 4838
DATE: 8/8/21 4:44 PM
SOURCE: Website
NAME: Jarrett Perkins

COMMENT:

UDOT's gondola and additional lane (s) proposals would have an unacceptable impact on the climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4B)** UDOT must find a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies that includes dispersed recreation transit needs before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, **(32.2.9A, 32.2.4A, and 32.2.2PP)**

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

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

Utah is a state prized for its outdoor recreation experiences. Eroding those experiences to support only one activity run by private interests is selfish and goes against the outdoor ethos I know many Utahns live by. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4839
DATE: 8/8/21 4:52 PM
SOURCE: Website
NAME: Jeff Bossard

COMMENT:

The gondola makes the most sense of the options given, though the train was the best one. Glad to see tolling was included. Now can we do an EIS for BCC. **(32.2.9D)**

COMMENT #: 4840
DATE: 8/8/21 7:11 PM
SOURCE: Website
NAME: Luke Patience

COMMENT:

This is a terrible project. The landscape will be altered, and the watershed will become worse than it already, negatively effecting the health of people in the Salt Lake Valley. How come other options haven't been considered? **(32.12A, 32.12B, and 32.2.2PP)**

- Propose a carbon tax to offset the amount of carbon that's generated annually via a toll. **(32.2.4A)**
- Expand public transportation to reduce the total number of vehicles on the road, while maintaining the number of people that can travel along there. **(32.2.9A)**

There are so many other alternatives we can look into that will not destroy the land and resources.

COMMENT #: 4841
DATE: 8/8/21 7:26 PM
SOURCE: Website
NAME: Krysti Libby

COMMENT:

I support the gondola!!(32.2.9D)

COMMENT #: 4842
DATE: 8/8/21 7:30 PM
SOURCE: Website
NAME: Kitty Calhoun

COMMENT:

I am a climber and back country skier and am opposed to both the UDOT's gondola and additional lane (s) proposals because both would have an unacceptable impact on the climbing and skiing experiences as well as other year round recreation access. **(32.2.9C, 32.2.9E, 32.4A, 32.4B, and 32.4G)** UDOT should consider equal opportunity for all user groups (35.A). Additionally, in light of climate change and overuse of our natural resources, UDOT must consider electric buses coupled with tolls or permits to limit our impact before permanent changes are made that will forever alter the landscape. **(32.2.6.3F and 32.2.4A)**

Sincerely,
Kitty Calhoun

COMMENT #: 4843
DATE: 8/8/21 8:30 PM
SOURCE: Website
NAME: Fisher Eaton

COMMENT:

Hi, I am a 13 year old skier. I love skiing, the mountains, and Little Cottonwood. I am glad to hear that you are trying to help with the traffic up and down the canyons, because that means that I will have more time to ski and be in the mountains! However, I am not happy to hear that one of the ways to reduce traffic may ruin the mountains forever-the gondola. To build the gondola, we will have to destroy mountains and cliffs, cut down forests, and drain and ruin rivers. **(32.17A, 32.13A, and 32.12A)** Luckily, there is the other alternative-the bus lane. Sadly, the bus lane will have to clear out some area to make, but it is nothing compared to the destruction the gondola will cause. **(32.2.9B and 32.13B)** Plus, all those people in their own cars stuck in traffic will see that the busses have their own lane out of the traffic, and want to ride on them to get to their destination faster. Think of all the pollution that we could reduce! All in all, the bus lane has WAY more benefits (and less destruction) than the gondola.

Sincerely, a skier, mountain lover, and 13 year old boy, Fisher.

COMMENT #: 4844
DATE: 8/8/21 8:49 PM
SOURCE: Email
NAME: Suzanne Mahre

COMMENT:

as a resident of Cottonwood Heights I would like to request that you did strongly consider in the rail alternative. It works well in Europe with no large environmental impact. I frequent the canyon and would be happy to use rail as opposed to bus or gondola. **(32.2.9F)**. I don't want to see Wasatch Boulevard widened which I think is a concern for both of us and the gondola. **(32.2.6.2.2A and 32.2.9L)**

Thank you for your consideration.

Sent from my iPhone
Sincerely,
Suzanne Mahre

COMMENT #: 4845
DATE: 8/8/21 9:14 PM
SOURCE: Website
NAME: Tom Poore

COMMENT:

Gondola (32.29D)

COMMENT #: 4846
DATE: 8/8/21 11:00 PM
SOURCE: Website
NAME: Nick Homer

COMMENT:

I'm a fan of the Gondola proposal. Reliability trumps speed for me (especially on fantastic powder days were we all get locked out of the canyon). If its open and running year round, I think it would be a phenomenal off-season activity to go ride the gondola with my kids. **(32.2.9D)**

COMMENT #: 4847
DATE: 8/9/21 5:43 AM
SOURCE: Website
NAME: Alan Jarrett

COMMENT:

Enhanced bus service alternative would be the best place to start with Little cottonwood canyon traffic congestion its less invasive and could be built upon with one of the other alternatives. **(32.2.9A)**
Thank you

COMMENT #: 4848
DATE: 8/9/21 6:08 AM
SOURCE: Website
NAME: Brian Gettinger

COMMENT:

I encourage UDOT to consider a tunneled alternative in lieu of the gondola. Underground operation of the tunnel will provide higher speed transit, lower construction cost, all weather operation and lower maintenance cost as well as reduced environmental impact due to minimal surface work required along the alignment. **(32.2.2C)**

COMMENT #: 4849
DATE: 8/9/21 7:07 AM
SOURCE: Website
NAME: Kent Emerson

COMMENT:

I support the idea of a Gondola to solve the transportation problem in Little Cottonwood Canyon. It is a more sustainable solution than adding more buses. **(32.2.9D)**

COMMENT #: 4850
DATE: 8/9/21 7:12 AM
SOURCE: Website
NAME: Anneliese Hammond

COMMENT:

I don't think I'm in favor of either expanding the road or the gondola. (32.2.9C and 32.2.9E)

COMMENT #: 4851
DATE: 8/9/21 8:13 AM
SOURCE: Website
NAME: Hua Zheng

COMMENT:

Build the gondola, save the canyon! **(32.2.9D)**

COMMENT #: 4852
DATE: 8/9/21 10:11 AM
SOURCE: Website
NAME: Emily Slingerland

COMMENT:

Please do not destroy the climbing areas. **(32.4A and 32.4B)** They are a place of community and passion. The desire to expand the roads or plow through historic climbing areas is a greedy money grab effort to further overcrowd alta and Snowbird which locals struggle to even enjoy these days. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It is a blatant attempt to make more money from the ski areas, and reap the benefits of capitalism. The result of this will only further five up prices of these ski areas and give them a bad name. There are better solutions than to destroy the beautiful places we can all spend time in nature and with each other. **(32.2.2PP)** Please consider how these actions will have a negative impact on the community its at large. **(32.29G)**

COMMENT #: 4853
DATE: 8/9/21 10:34 AM
SOURCE: Website
NAME: John Waller

COMMENT:

Please build the gondola. (32.2.9D)

COMMENT #: 4854
DATE: 8/9/21 11:33 AM
SOURCE: Website
NAME: Simon Paquet

COMMENT:

I'm am for the gondola project. I hope pricing for parking and riding is free with a ski season pass like the current UTA bus. **(32.2.9A and 32.2.4A)**

COMMENT #: 4855
DATE: 8/9/21 11:34 AM
SOURCE: Website
NAME: Will Ferry

COMMENT:

I said I was for the gondola before but I've changed my mind. I am against the gondola and widening the road. **(32.2.9C and 32.2.9E)** I think there should be a greater effort to utilize less impactful ways to mitigate traffic in the canyons such as better reserved/ paid parking. **(32.2.2K and 32.2.4A)** Maybe a paid canyon pass all year round. The fee booth certainly does well in mill creek canyon. **(32.2.4A and 32.2.2Y)**

COMMENT #: 4856
DATE: 8/9/21 11:34 AM
SOURCE: Website
NAME: Nick Schou

COMMENT:

As a life long resident of SLC and avid user of Little Cottonwood Canyon, I strongly urge UDOT to select the enhanced bus transportation solution over the proposed gondola. **(32.2.9E)** It may not move quite as many people per minute, but is clearly the most cost-effective and comprehensive solution, with a much less dramatic environmental impact. **(32.2.9A)** Many of us use the canyon in other ways beyond skiing at Snowbird and Alta and the gondola would only serve users of those two resorts while all of would have to pay for it. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** What will the contribution be from the ski resorts, who will clearly benefit financially from greater ticket sales? **(32.2.7A)** The bus option could serve backcountry skiers and even hikers in the summertime, and would not require an extra step at the mouth of the canyon, where people would have to be bused from the parking areas to the gondola. **(32.2.6.3C)** Let's try this first and really try to design an efficient system, before building a massive and expensive gondola that will forever change the character of the canyon we are trying to protect. Thank you for your consideration.

COMMENT #: 4857
DATE: 8/9/21 11:37 AM
SOURCE: Website
NAME: Lee Porter

COMMENT:

I would be supportive of the gondola option and would be a user on every trip up the canyon (32.2.9D)

COMMENT #: 4858
DATE: 8/9/21 11:37 AM
SOURCE: Website
NAME: Julie Wood

COMMENT:

No gondola. **(32.2.9E)** It is not a long term solution and does not do anything to actually decrease traffic on Wasatch Drive. **(32.2.6.5.2.2A and 32.2.6.5E)** It will just move up the bottleneck. Increase bus system, have it be more frequent with better bus stop stations with protection from the elements. **(32.2.9A)**

Do the train as the long term.

COMMENT #: 4859
DATE: 8/9/21 11:38 AM
SOURCE: Website
NAME: Mikayla Rewey

COMMENT:

Hello,

Thank you for taking the time to read all of our comments and opinions. I appreciate the efforts being made.

Personally, I would advocate for the enhanced bus with the addition of the bus lane out of the two preferred methods. **(32.2.9B)** This is have been an unprecedented two years and I think making such a large and permanent environmental change (like the Gondola) would be a bold move. Additionally, the enhanced bus service would lend to help Summer Recreation as well, which the Gondola does not provide. **(32.2.6.3C)**

I think the Gondola is lacking in a few areas, which are 1) it really only benefits the two private resorts, yet it is paid for by the public **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**, 2) the cost to ride the gondola will be too high to persuade locals to use it versus driving, **(32.2.4A)** and 3) there is still a required bus system as the La Caille cannot handle the parking needed.

Please consider the bus options before the Gondola.

Thanks,

Mikayla

COMMENT #: 4860
DATE: 8/9/21 11:39 AM
SOURCE: Website
NAME: Kim Baker

COMMENT:

I don't understand how we can park at La Caille? Will that beautiful real estate be torn down? Or is the gondola starting at the top of the hill? It is not clear on how this will impact the treasure known as La Caille. this needs to be explained more. **(32.2.6.5CC)**

COMMENT #: 4861
DATE: 8/9/21 11:39 AM
SOURCE: Website
NAME: Brittany Snow

COMMENT:

I feel like UDOT prematurely deducted the rail solution. They have misrepresented the costs of the option by almost a 2X factor. **(32.2.6.6B)** The rail solution has so many more benefits than the bus and gondola. UDOT has not considered that by connecting a rail solution to the existing TRAX network they could eliminate the major congestion planned at the base of the canyon. **(32.2.2I)** Every TRAX station could become a Skiers park-n-ride. This would also allow the ski industry hotel availability to extend to every downtown location. Additionally, the rail solution is the only one that accommodates the summer season activities. **(32.2.6.6A)** It feels like UDOT really failed in their EIS process by excluding this alternative. **(32.2.9F)**

COMMENT #: 4862
DATE: 8/9/21 11:45 AM
SOURCE: Website
NAME: Layne Denton

COMMENT:

My comment is about not doing either of options. I would only be for installing a small toll station at the mouth somewhere to charge people to drive up. **(32.2.2Y)** I also think that a capacity study should be done before making any decisions. **(32.20B)** I went to the public hearing and there were a lot of great comments and I would hope that the concerns of the people living here are taken very seriously.

COMMENT #: 4863
DATE: 8/9/21 11:47 AM
SOURCE: Website
NAME: Becky Arrowood

COMMENT:

The gondola option (either one) is my preferred option by far. **(32.2.9D)**

COMMENT #: 4864
DATE: 8/9/21 11:49 AM
SOURCE: Website
NAME: Jacob Crockett

COMMENT:

If a gondola or similar conveyance is designed primarily to deliver skiers to/from Alta and Snowbird, which appears to be the case based on the current plans, then Alta and Snowbird should find it in their budgets to install, operate, and maintain the gondola. **(32.2.7A)** The taxpayer should not be responsible for providing accommodations for ski resort customers any more than UDOT should construct parking garages for the customers at my shopping centers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If Alta and Snowbird wish to improve their visitor experience, then perhaps they could take active steps at the mouth of the canyon or elsewhere to inform customers of current conditions, parking capacity, etc.

If UDOT insists on providing facilities for Alta and Snowbird, then I recommend making meaningful valley connections to public transit;**(32.2.2I)** restricting LCC traffic destined for Alta and Snowbird traffic to residents;**(32.2.2L)** and and avoiding bottlenecks which will inevitably occur when drivers are forced to park (whether at the ski resorts themselves or a garage on Wasatch or elsewhere).

Thank you.

COMMENT #: 4865
DATE: 8/9/21 11:50 AM
SOURCE: Website
NAME: Jim Williams

COMMENT:

The canyon is full. It's like a sold out movie theater, full flight, overbooked... no vacancy... every seat is taken. Please consider the scope of the user 40 minutes to get up the canyon to wait in 50 minute lift lines? Please cap the number of people entering the canyon. **(32.20B and 32.2.2K)** If the resorts want more people, let them use helicopters and drones to move them up there. Please consider huge automobile tolls and paid for canyon passes with a set limit on sales of these passes. Pay per use.

Consider Carpool only access. **(32.2.4A)**

Go with the gondola, it would be the only way out on those nights when its snowing 3 inches an hour and blowing 35MPH. **(32.2.9D)** Or simply "pre shut" the road prior to the storm rolling in, just like a wild fire... mandatory evacuation. Proof of accommodation to enter the canyon. A driver would simply not be allowed in the canyon. **(32.2.2L)** UDOT has the infrastructure in place with the new Crown Castle cell towers to put in a "fast pass/HOV" lane. This along with the Gondola would increase mobility, decrease the human factor.

COMMENT #: 4866
DATE: 8/9/21 11:53 AM
SOURCE: Website
NAME: Brian Strong

COMMENT:

I am glad these two options are the best choice. I would suggest that both be implemented. **(32.2.2W)**

COMMENT #: 4867
DATE: 8/9/21 11:57 AM
SOURCE: Website
NAME: Gabe Shuster

COMMENT:

I have been living, working, and going to school in Salt Lake City for the past three years. I am an avid rock climber and skier. The reason I moved to SLC, and decided to set up a life here was because of the rock climbing. Little Cottonwood Canyon in particular has some of the best granite bouldering in the country, not only that, but the access to it is incredible. A lot of the prominent boulders are right off of the road. This means that if the road was to be widened, or towers for the gondola were implemented then those amazing boulders with world class climbing on them would be lost forever. **(32.4A and 32.4B)** I am also a skier so I am aware of the traffic problems during the winter months, and realize the need for a solution to this problem; however, I believe there are solutions that can be put in place that do not cause damage to the canyon or the climbing that is within it. **(32.2.9A and 32.2.2PP)**

COMMENT #: 4868
DATE: 8/9/21 11:57 AM
SOURCE: Website
NAME: Ross Hinman

COMMENT:

Dear UDOT,

Thank you for accepting my comments. How many days in a year is there a traffic problem in Little Cottonwood Canyon **(32.1.4D)**. I ask, because when I drove up to hike over this past weekend, I did not have any problem making it to the Cecret Lake trailhead, and there was little traffic. **(32.1.2C)** If you place a gondola in that Canyon, it will forever change the natural beauty of the canyon. **(32.17A)** And why, so the ski resorts can make another million dollars. I think your proposals go in the wrong direction. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The goal should be to limit the traffic in the canyon for the three months of the year there are traffic issues. **(32.1.2B)**

COMMENT #: 4869
DATE: 8/9/21 11:58 AM
SOURCE: Website
NAME: Randall Rolan

COMMENT:

I have sent this before, but I am certain this bears repeating. There is no need to spend \$500M (esp of the public's money. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Simply set up a LCC winter pass per vehicle. **(32.2.2K and 32.2.4A)** Increase the charge until effective reduction in car numbers are seen. Very simple, very easy, costs the public essentially nothing. **(32.2.2K and 32.2.4A)**

COMMENT #: 4870
DATE: 8/9/21 12:01 PM
SOURCE: Website
NAME: Hollis Hunnewell

COMMENT:

I am against the gondola option for improved capacity of this canyon. It doesn't make sense for taxpayers to fund that solution when it exclusively services Alta and snowbird **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4871
DATE: 8/9/21 12:01 PM
SOURCE: Website
NAME: John Baldwin

COMMENT:

I've read the analysis and thought about this. I believe Gondola is preferred solution. Thank you.
(32.2.9D)

COMMENT #: 4872
DATE: 8/9/21 12:05 PM
SOURCE: Website
NAME: Leslie Rinaldi

COMMENT:

I live in on Kings Hill Drive and am heavily adversely impacted by ski traffic in the winter and the inability, due to excessive traffic and no parking at trailheads to hike the BCC or LCC in the summer.

What I do not see in the preferred alternatives is better access to trailheads unless those trails are at the ski resorts. Why can't a gondola stop at a few places in the summer that are NOT ski resorts? **(32.1.2C and 32.2.6.5G)**

Switzerland has a fantastic system of trails for both summer and winter. Spreading hikers out in the summer reduces the impact of use over a wider area. The gondola seems preferable as there is a lot less air pollution from cars. **(32.10A)** But it also seems less flexible stopping only at the ski resorts. Quite a boon to the ski resorts! **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Both alternatives also increase the width of Wasatch Blvd. This will be a DISASTER. Adding pollution and noise to our neighborhood. More parking at current bus stations would seem to address a lot of that. Please do NOT widen Wasatch Blvd. **(32.2.6.2.2A, 32.11B, 32.10A, and 32.2.9L)**

Overall, the gondola seems to be the way to go.

COMMENT #: 4873
DATE: 8/9/21 12:11 PM
SOURCE: Website
NAME: Gregory Sill

COMMENT:

Solution needs to be funded by the businesses and not the general tax payers who will not benefit.
(32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 4874
DATE: 8/9/21 12:13 PM
SOURCE: Website
NAME: Justin Loeloff

COMMENT:

Thank you for reading my comments. I feel that the gondola is the best option out of the two currently available. **(32.2.9D)** The big goal here is removing cars out of the canyon. The gondola will do that. By going the bus route, there are still loads of cars in the canyon, including the buses. **(32.2.4A and 32.7C)** Buses still have to deal with weather, and they will be affected when a car stops traffic in a snow storm and a plow can't get up or down the canyon. **(32.2.6.3P)** Also, the environmental impact of building another lane seems like it is a much bigger impact compared to building some gondola towers. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)**

There is also the stigma of riding a bus vs a gondola. I 99% won't ride a bus. **(32.2.4A)** I'd rather pay a toll vs ride a bus. I 100% would ride a gondola. to me that seems like an extension of the tram at Snowbird, which is what I ride 95% of the time. Additionally for me, it makes no sense to ride the bus. I live just off wasatch between big and little cottonwood canyons. I would then need to get in my car, drive to a mobility hub AWAY from skiing, then get on a bus, and then travel up the mountain. On a clear day I would be at Snowbird almost as fast as I could get to the mobility hub.

Another thing is with the gondola, the addition of the parking at the mouth of the canyon, with the addition of the gondola, will allow people like me, to drive directly to the mouth, park, and hop on the gondola. this also helps for those who want to carpool.

Really what it comes down to for me is the weather factor. Adding a lane of traffic, and having buses doesn't provide a solution for those snowy days. so this option doesn't actually address the big issue of snow on the road. The gondola can run in a snow storm. full stop.

COMMENT #: 4875
DATE: 8/9/21 12:14 PM
SOURCE: Website
NAME: Tom Millar

COMMENT:

I do not support the gondola option. **(32.2.9E)** I also do not prefer the alternative either. I believe that cog rail + a more robust bus and BRT system between major hubs, hotels, origins and the base of the canyon would be the best approach for year round service and for the least amount of environmental impact. **(32.2.2I)** Please do not choose the gondola as it will primarily serve the ski resorts and not all myriad user groups in the canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Thank you.

COMMENT #: 4876
DATE: 8/9/21 12:15 PM
SOURCE: Website
NAME: Todd S

COMMENT:

Thanks for preparing such a clear and informative video.

The slopes are too crowded on busy days. The snow gets trashed too fast. Limit lift ticket sales or increase terrain. After you increase terrain then you can start talking about how to get more people to the mountain from SLC. **(32.2.2K)**

The gondola and bus plans are going to love Alta/Snowbird to death. **(32.20C)**

I don't take the tram at Snowbird because I don't like being crowded into that tram. It's miserable. Is your tram going to be like that or is it going to be a seated experience? **(32.2.6.5C)**
I won't take the bus for similar reasons. Are you going to add stations with lots of free lockers at Alta and Snowbird? I'm not interested in wearing all my gear in that gondola **(32.2.3A)**.

Alta/Snowbird have 4400 parking spaces. How are 1500 parking spaces at the gondola going to replace them? **(32.2.4A and 32.2.2L)**

The biggest traffic problem on powder days is cars with the wrong tires. Require snowtires (and enforce it), put window stickers on properly equipped cars and inspect them at the entrance **(32.2.2M)**.

Snowtires, snowsheds and limited lift ticket sales will solve the problem until they add terrain. **(32.2.2M, 32.2.9K, and 32.2.2K)**

Car occupancy rules don't help with crowded slopes. They only help with parking spaces.

Car tolls and parking fees won't affect tourists. **(32.2.4A)** They are already paying hundreds of dollars per day per person. Why would \$20 affect their behavior? These fees hurt locals. **(32.5A)**

The gondola moves a max of 1050 people per hour. That translates to 500 cars worth of people. It will take 9 hours to upload the equivalent of the 4400 cars that current park at the top., You are talking about spending a lot of money to supplement the road. **(32.2.2L)**

The second traffic problem is the way the Snowbird parking lots get better merging on to the road. I know it has been improved recently, but they still merge later in the queue and Alta drivers get delayed. On bad days the Snowbird lots are empty by the time Alta drivers get to entree one. **(32.29Y)**

COMMENT #: 4877
DATE: 8/9/21 12:18 PM
SOURCE: Website
NAME: Suzie Goeringer

COMMENT:

I feel the gondola would be the best solution to the Little Cottonwood Transportation preferred alternatives. Due to low carbon impact, economic feasibility, ability to move people in all conditions during winter and summer. **(32.2.9D and 32.10A)**

COMMENT #: 4878
DATE: 8/9/21 12:24 PM
SOURCE: Website
NAME: Ethan Powell

COMMENT:

I do not support the implementation of either "preferred option" as recommended by the UDOT EIS. **(32.2.9C and 32.2.9E)** These options are excessively invasive to the canyon. **(32.17A and 32.17B)** The preferred options do not have near enough of a benefit in the realms of travel time and vehicle backup distance to justify the harm imposed by them. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This harm comes in the form of visual changes to the canyon, destruction of climbing resources in the canyon, and the prioritization of a single user group in the canyon, namely skiers. **(32.4A, 32.4B, 32.17A, 32.17B, and 32.1.2D)** This last point is especially true of the gondola option which would have no benefit to canyon users outside of the ski season while having a MASSIVE, unsightly visual impact on the canyon. **(32.17A)**

The current bus system servicing the canyons is laughable at best and is directly responsible for such terrible traffic conditions during the winter. Enhanced bus service to the resorts is the no-brainer approach to take in this situation, especially when the service of this option as measured by average travel time and vehicle backup distance nearly matches that of the invasive preferred options. **(32.2.9A)** Until this option is implemented and shown to be ineffective, the construction of a gondola or road widening is simply poor stewardship of our canyons and extremely irresponsible.

COMMENT #: 4879
DATE: 8/9/21 12:25 PM
SOURCE: Website
NAME: Josh Lafleur

COMMENT:

Why not extend the TRAX Light Rail System, or do a cog railway? **(32.2.2I and 32.2.9F)** This would be a consistent reliable system that would be familiar for the folks coming in from the airport and the local community.

COMMENT #: 4880
DATE: 8/9/21 12:35 PM
SOURCE: Website
NAME: Chris Collier

COMMENT:

I support creating a toll road for little cottonwood, with busing as the option, I do not support a gondola up the canyon. (32.2.9A, 32.2.4A, and 32.2.9E)

COMMENT #: 4881
DATE: 8/9/21 12:38 PM
SOURCE: Website
NAME: Chris Collier

COMMENT:

After further review of the documents - I support the bussing increase and I really like the COG Train up the canyon. **(32.2.9A)**

I do not support the gondola. **(32.2.9E)**

COMMENT #: 4882
DATE: 8/9/21 12:48 PM
SOURCE: Website
NAME: Megan Wind

COMMENT:

The transportation solution should have the least impact on wildlife habitat, water quality, air quality, noise pollution, and other environmental considerations. **(32.13A, 32.13B, 32.12A, 32.12B, 32.10A, 32.11A, 32.11D, and 32.29G)** It should not impact the Wilderness character of the surrounding trails, campgrounds and other recreation areas. For example, a gondola would hurt the backcountry recreation value of the Cottonwoods making it feel more industrial and tourist focused. **(32.4I)** The solution should be low cost, low emission, and also appeal to its users. The solution should be consistent and reliable, so that users can have trust in their transportation options. **(32.1.2B and 32.2.2PP)**

Tolling needs to be further discussed and shown in existing documents. Millcreek Canyon's system for tolling works well for the users and is popular. Tolling would also provide an opportunity to check tires and chains on vehicles going up canyon, so that there are less accidents which lead to more congestion and delays. **(32.2.2Y, 32.2.4A, and 32.2.2M)**

I believe an enhanced bus system and tolling need to be prioritized as those can be easier fixes and require less disruption due to construction in the canyon. **(32.2.9A and 32.2.4A)**

COMMENT #: 4883
DATE: 8/9/21 12:48 PM
SOURCE: Website
NAME: Will Armero

COMMENT:

SLC wants no changes to LCC other than enhanced bus service! **(32.2.9A)** It is the cheapest and most adaptable way of servicing LCC without causing mass visual, environmental, and pollutant changes!!!
(32.17A, 32.17B, 32.12A, 32.12B, 32.13A and 32.13B)

COMMENT #: 4884
DATE: 8/9/21 12:57 PM
SOURCE: Website
NAME: Stephanie Dickson

COMMENT:

Hello! I won't take up too much of your time but I would like my input heard. I am a transplant from New York and have seen first hand how expansion of roads and implementation of additional transportation means not only doesn't help alleviate traffic, but in fact makes it worse needing for the subsequent further expansion of roads / implementation of additional transportation. **(32.2.4A, 32.7C, and 32.20E)** Unfortunately due to the internet and IKON pass you are faced with the ugly reality that the secret is out and everyone wants a Utah powder day. It breaks my heart that Utah is pandering to the interest of non-residents to seemingly "improve" transportation up little cottonwood canyon while not realizing the impact any solution you implement will leave on the community. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I find it rather drastic that you are choosing to go from from no regulation of vehicles and no tolling at all to looking toward implementing a multimillion dollar project without even testing out the alternative, cheaper methods first. **(32.2.4A)** I know from first hand experience that tolling absolutely impacts traffic and road usage, and would deter a lot of people from using the roads at high volume times which would then in turn improve your traffic issue **(32.2.4A and 32.2.2Y)**. I hope others are ringing in your ears about this because once the Wasatch canyons go in favor of profiting big business ski resorts you will see overuse and abuse of your pristine mountain range. That will truly be the downfall of this state, as if overexpansion hasn't already.

COMMENT #: 4885
DATE: 8/9/21 1:00 PM
SOURCE: Website
NAME: Benjamin Reece

COMMENT:

Having watched all the presentations, I feel the most sustainable and environmentally friendly option is to have the Gondola option. Widen roadways are great options when environmental impact is not as critical as with Little Cottonwood Canyon. The Gondola also has the benefit of being a world-class engineering statement and a testimony to the balance of love-of-outdoors and natural sustainability. I am a resident of Cottonwood Heights right off [REDACTED] across from Canyons Elementary. **(32.2.9D)**

COMMENT #: 4886
DATE: 8/9/21 1:01 PM
SOURCE: Website
NAME: Beverly Bawden

COMMENT:

Utah, especially Little Cottonwood Canyon, is on the international stage for Olympic boulder training. All the more reason to protect LCC boulders from gondola construction destruction. And congratulations to our USA rock climbing team and Murray native Nathaniel Coleman for bringing home a silver medal! Please save the LCC boulders by not building a gondola. **(32.4A, 32.4B, and 32.2.9D)**

COMMENT #: 4887
DATE: 8/9/21 1:02 PM
SOURCE: Website
NAME: Lynne Kraus

COMMENT:

It is important to keep cars off Wasatch Blvd. by having them park at the mobility hubs. Therefore, the gondola option is the worst preferred alternative. **(32.2.9E and 32.2.6.5E)**. I'm fairly confident people will NOT park at a mobility hub just to have to get on a bus to take them to the gondola parking lot. This involves too much time and transfer of equipment.

The bus preferred alternative keeps traffic/cars off Wasatch and would also allow for conversion to electric busses at some point in the future. The most important thing you could do is LOWER THE SPEED LIMIT on Wasatch Blvd. to be consistent with Wasatch Blvd. in Sandy. It is nearly impossible as a cyclist to merge into the center lane to make a left hand turn into one of the neighborhoods off Wasatch with the current speed limit. This is our community and it would be split in half with this expansion of Wasatch. **(32.2..6.2.2A)**

Shame on UDOT for lying to the residents of Cottonwood Heights and CH City Council during the city council meeting in 2019. We fully trusted you all would stand by your word and take into consideration the Wasatch Blvd. Master Plan as well as the output from the charette. Why were so many citizen hours wasted providing input and reviewing the Wasatch Blvd. Master Plan as well as attending the Wasatch Blvd. design charrette? We were committed and engaged in these activities yet UDOT simply ignored our feedback. **(32.2.6.2.2A)**

UDOT's favorite comment is "this is not a vote" which has the implication that you don't really care about our feedback. This statement does not sit well with residents so you might want to rethink your message. **(32.2.9N)**

COMMENT #: 4888
DATE: 8/9/21 1:06 PM
SOURCE: Website
NAME: Joshua Hammett

COMMENT:

No one wants this except the ones who can profit. It does nothing to help the community and solves a 10 day a year problem. We have already damaged this canyon so much leave it alone.
(32.1.2D, 32.2.7A, 32.2.9G, 32.7B, and 32.7C)

COMMENT #: 4889
DATE: 8/9/21 1:09 PM
SOURCE: Website
NAME: Teri Klug

COMMENT:

All for the Gondola option - buses cannot be loaded fast enough to manage flow up canyon and still have a huge environmental impact - the Gondola will serve everyone by giving better and quicker access for load/unload and ease of travel -even on a terrible snow day.... **(32.2.9D)**

COMMENT #: 4890
DATE: 8/9/21 1:10 PM
SOURCE: Website
NAME: Alisha Paxton

COMMENT:

A few more buses, nothing else. Both plans will cause catastrophic damage. Turn people back when the resorts are full. That's the answer. **(32.2.9A, 32.1.2B, and 32.2.2K)**

COMMENT #: 4891
DATE: 8/9/21 1:28 PM
SOURCE: Website
NAME: Shawna Blackhurst

COMMENT:

Both options are not taking into consideration residents living near wasatch Blvd nor little cottonwood canyon capacity. I am not in favor of widening wasatch Blvd. or the canyon road for any reason. **(32.2.9L and 32.2.9C)** It will devastate this area even more. Ushering as many people as possible up little cottonwood canyon will bring in a lot of money for big cooperations but it will ruin our States beautiful canyon and add to life threatening pollution and quality of life. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.4F, and 32.4I)**) The number of years it would take to build the gondola and base station along with large equipment and traffic delays would be a nightmare for residents in this area. **(32.2.7C and 32.4C)**. I support tolls, parking fees, and base stations for electric buses and shuttles to pick up skiers in vacant parking lots nearby. **(32.2.6.3F, 32.2.4A, and 32.2.2I)** Examples are Shopko on 9400 So. Macy's on 1300 east near Union heights theaters, Fresh Market on 9400 So. and Reams on 7200 so. Just to name a few. **(32.2.2FF)**. These options would be kinder to the environment and the people and wild life is this beautiful area of Utah. **(32.2.2I)** Please let's not destroy it. We live just above wasatch and are aware of the lines up both bid and little cottonwood canyons. They only happen on powder days, which are becoming fewer and fewer as the Great Salt Lake continue to empty and drought plagues this area of our great country. **(32.1.4D and 32.2.2E)**. Please consider more healthy and quality options for all. **(32.2.2PP)**
Thank you

COMMENT #: 4892
DATE: 8/9/21 1:33 PM
SOURCE: Website
NAME: Justin Ethington

COMMENT:

Let's cap the number of cars allowed to access Little Cottonwood. **(32.2.2L)** Spending public money to transport unlimited crowds to 2 private resorts scars the canyon's beauty, destroys nature's serenity, and erases the reasons to visit LCC in the first place. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
Let's acknowledge that wilderness doesn't have infinite capacity. **(32.20B)**

COMMENT #: 4893
DATE: 8/9/21 1:57 PM
SOURCE: Website
NAME: Spenser Tang-Smith

COMMENT:

Yosemite Valley is an example of what happens when the only strategies for traffic mitigation are to increase road surface. It will take 2-3 hours on an average weekend to navigate the traffic loop in Yosemite. It seems like the plan for LCC will result in the same.

Also, I've seen firsthand how a gondola totally ruins a place. See: Sea to Sky Gondola in Squamish, BC.

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

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

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

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

.

COMMENT #: 4894
DATE: 8/9/21 1:57 PM
SOURCE: Website
NAME: Chad Smith

COMMENT:

I've attended meetings and open houses and I've given feedback over the last couple of years on this project. As I watched things evolve it seems increasingly clear that powerful interests want LCC to have the world's longest gondola, despite how it is the least popular (remaining) option. People hate this idea, and if it is pushed through it will stand for decades as a testament to the power of money and political influence over popular opinion, environment, flexibility and wisdom. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A tram is the least flexible option. We can't really add more stops, we can't scale it gradually up or down depending on season and growth over the coming decades. It will be an eyesore with flashing red lights (to warn helicopters) and will irrevocably change the nature of our canyon. **(32.17A)**

Please go with the snow sheds and the increased bus service. **(32.2.9B and 32.2.9K)** Allow the bus lane to become a bike and foot lane during the off season. In a decade or two from now, we will have paved the way for electric, autonomous vehicles to use that bus lane, and we will be able to pivot based on evolving issues of demand, environment, tourism, etc.

PLEASE don't lock us into a bad decision, influenced by special interests and not in the interest of the state. The gondola will only become more glaringly obvious as a truly bad decision as the decades go on. Make a decision that your kids will be proud of you for, not embarrassed. **(32.2.6.5A)**

Thanks.

COMMENT #: 4895
DATE: 8/9/21 2:01 PM
SOURCE: Website
NAME: Brad Rickards

COMMENT:

Buses have to wait for avalanche road clearance but trams do not

Gondolas are there 24/7, buses are not

Gondolas provide a year long solution, whereas buses are least likely to run regularly in low demand

Gondolas can provide access for all users year round with some modifications to interim load/unload points **(32.2.6.5G)**

Buses wait for a full load, gondolas are on demand **(32.2.6.3N and 32.2.9D)**

COMMENT #: 4896
DATE: 8/9/21 2:03 PM
SOURCE: Website
NAME: Ligia Frangelo

COMMENT:

I'm against UDOT building the gondola as it primarily benefits private corporations (Alta and Snowbird) while utilizing public tax money. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola is not a scalable, inclusive solution that address the many uses of our beautiful canyons. This is a greedy solution driven by capitalism and it should not be accepted by our community. **(32.2.9E)**

COMMENT #: 4897
DATE: 8/9/21 2:23 PM
SOURCE: Website
NAME: Peter Coats

COMMENT:

I'm meeting with the mayor and head of transportation for Zermatt Switzerland, the most similar town to Alta. They have invited a city representative from Alta to join. Would you like to join the call? **(32.29D)**

Thanks!
Peter

COMMENT #: 4898
DATE: 8/9/21 2:32 PM
SOURCE: Website
NAME: Hayes Bischoff

COMMENT:

The enhanced bus option is the far superior option. Please don't mar our beautiful canyon with an ugly, inefficient gondola **(32.2.9A, 32.2.9E, and 32.17A)**

COMMENT #: 4899
DATE: 8/9/21 2:34 PM
SOURCE: Website
NAME: Frances Sebahar

COMMENT:

I don't think the issue is gondola versus expanded bus service.

I think the energy needs to be placed on which will get the most use from people. That is, which of these potential solutions will be interesting/convenient/compelling enough to actually get people to change their behaviors and choose not to drive up the canyon. **(32.2.4A)**

The second thing that needs to be considered is why do people drive? Because of obviously the convenience of coming and going when you please without much hassle. But more importantly, because often times many people are bringing more than just immediate ski gear. They're bringing camp stoves, chairs, coolers, wagons, kid items, strollers, toys, diaper bags etc. So losing the ability to have these items in the parking lot, strongly deters families or groups from being willing to take an alternate mode of transportation. So in summary, I think these two items need to be strongly considered when decided what alternate mode of transportation will be selected. **(32.2.4A and 32.2.3A)**

COMMENT #: 4900
DATE: 8/9/21 2:34 PM
SOURCE: Website
NAME: Taylor Cox

COMMENT:

We DO NOT want this! It will destroy the canyon! Those towers are so ugly, and massive. **(32.2.9E and 32.17A)** It'll still take just as long to get up the canyon. And eventually it will cost money to go up it. Waste of money!**(32.2.4A)**

COMMENT #: 4901
DATE: 8/9/21 2:35 PM
SOURCE: Website
NAME: Wade Brinton

COMMENT:

It is totally time for a gondola. We are well behind some of the iconic gondolas in Europe. I only hope we truly incentivize people not to drive with large enough tolls and steep parking fees at the resorts. Or potentially great value from the gondola prices and perks. Also with less traffic I hope we promote more bike lanes and space up the canyon. **(32.2.9D, 32.9B, and 32.2.4A)**

COMMENT #: 4902
DATE: 8/9/21 2:35 PM
SOURCE: Website
NAME: David Hopper

COMMENT:

I object to spending this large amount of money on a project that affects such a small number of people for such a small percentage of the calendar. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I think it is an unwise use of public money and I oppose both of the proposed "solutions."**(32.2.9G)**

COMMENT #: 4903
DATE: 8/9/21 2:39 PM
SOURCE: Website
NAME: Landon McBrayer

COMMENT:

Please choose the Advanced bus with road widening option. **(32.2.9A)** The gondola (s) options just have too many negatives: visual impacts, unnecessary cost, the main benefit going to two ski areas, lack of use for 7 months of the year, lack of trailhead stops, ad infinitum. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.13A, and 32.2.6.5F)** The enhanced bus with road widening, especially with the construction of avalanche sheds, is much more practical *all year* and addresses the major winter congestion issues in LCC - particularly on storm days. **(32.2.9B)** It is a great way to encourage public transit, gets people options to avoid the red snake vehicle traffic, and provides safety for trailhead users in the winter and cyclists in the non-winter months. **(32.2.6.3C)** The pros and cons are clear. Please do the right thing!

COMMENT #: 4904
DATE: 8/9/21 2:44 PM
SOURCE: Website
NAME: Wendy Penrose

COMMENT:

A gondola's is superb idea especially as we look toward the future and that these canyons are watershed it doesn't make any sense to put more pollution up the canyon please put the gondola in. **(32.12A and 32.2.9D)**

COMMENT #: 4905
DATE: 8/9/21 2:51 PM
SOURCE: Email
NAME: Brian Hoskins

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Brian Hoskins
Salt Lake City, UT

COMMENT #: 4906
DATE: 8/9/21 3:06 PM
SOURCE: Website
NAME: Amber Schiavone

COMMENT:

The ski industry should not be valued above all else. The gondola is an expensive boost to a few and takes away too much from the canyon and it's healthy future. (32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 4907
DATE: 8/9/21 3:21 PM
SOURCE: Website
NAME: Caleb White

COMMENT:

I do NOT want the gondola built in LCC. **(32.2.9E)** As a resident of Cottonwood Heights, I believe it brings unwanted infrastructure to the natural beauty of our canyons and will increase traffic on our local roads. **(32.17A)** I vote against this monstrosity.

COMMENT #: 4908
DATE: 8/9/21 3:24 PM
SOURCE: Website
NAME: William Robertson

COMMENT:

I feel that the tram options for the LCC traffic reduction is not the best option. 32.2.9E) It will not help backcountry users that require parking. It will impact the visual appeal of LCC. **(32.17A)** The fact that both ski resorts are not paying for the construction of the trams, but the public is does not make any sense. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If they are to benefit from the traffic solution, they should contribute to reduce the cost to the tax payer. Although significantly more expensive, a tunnel option provides the best access to all ski resorts, minimal visual impact to the canyons, and incorporates access to trailheads, not just ski resorts. **(32.2.2C)**

COMMENT #: 4909
DATE: 8/9/21 3:31 PM
SOURCE: Website
NAME: Kuol Ajak

COMMENT:

I think you guys should only add a bus lane for the uta but other than that leave the 2 lanes alone
(32.2.9B)

COMMENT #: 4910
DATE: 8/9/21 3:59 PM
SOURCE: Website
NAME: Adam McFarland

COMMENT:

I support the La Caille gondola option. **(32.2.9B)** I also support the smaller expansion of Wasatch Blvd. **(32.2.9Q)** However, while I'm not a snowboarder, I don't support any of these options if Alta continues to be a skier only resort. It's time for them to change and if we're going to put hundreds of millions of dollars into providing transportation to their business which is on primarily public land, it's time for them to expand access to include snowboarders. **(32.29I)**

COMMENT #: 4911
DATE: 8/9/21 4:27 PM
SOURCE: Website
NAME: Brent Mitchell

COMMENT:

I believe the gondola approach is only serving the ski resorts and doesn't have the best interest of all the other users of the Little Cottonwood. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The canyon provides a refuge from the stress of city life for hikers, climbers and mountain bikers. The proposed gondola setup takes away from the natural experience just to push more people to the ski resorts **(32.20A and 32.20C)**. Please don't ignore all other user groups for just one elitist group of users...

COMMENT #: 4912
DATE: 8/9/21 5:08 PM
SOURCE: Website
NAME: Lance Wallace

COMMENT:

As a skier, I am in favor of the Gondola. (32.2.9D)

COMMENT #: 4913
DATE: 8/9/21 5:14 PM
SOURCE: Website
NAME: Madi McKinnon

COMMENT:

I fully support the installation of a gondola in LCC. It will not only reduce traffic on the canyon road but will be safer during avalanche season and help with clean air year round. **(32.2.9D)**

COMMENT #: 4914
DATE: 8/9/21 5:16 PM
SOURCE: Website
NAME: Stephen Rackers

COMMENT:

If the only 2 alternatives are a dedicated bus lane of a gondola, I believe a gondola is the preferred option. **(32.2.9D)** What a beautiful ride that would be up the mountain! I'm not sure how there could even be another lane added to the current road. However, limiting traffic on the current road seems like the best idea. **(32.2.4A and 32.2.2L)** During ski season only allow personal vehicles owned by people who live on the canyon road, or people staying overnight at one of the resorts to access the canyon road (as indicated by car stickers). Everyone else must park at the base of the canyon road and take a bus. Too many personal vehicles are the problem. **(32.2.2L)**
Thanks.

COMMENT #: 4915
DATE: 8/9/21 5:25 PM
SOURCE: Website
NAME: Mary Dunford

COMMENT:

To build the gondola up the canyon would be to desecrate one of the most beautiful canyons this country has **(32.17A)**. This is a truly outrageous, unbelievable, over engineered, and disgusting proposal. This “solution” is no doubt fueled by green and ignorance, and has no place in that beautiful and sacred canyon. **(32.2.9E, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4916
DATE: 8/9/21 5:44 PM
SOURCE: Website
NAME: Jennifer DiNoto

COMMENT:

The enhanced bus service with options for locations other than just to resorts is my preferred option. **(32.2.9A and 32.2.6.3C)** If we build a gondola, people have to bus to the gondola, there is no reason for them to want to do this when it will take longer to get up the canyon. **(32.2.6.2.1C and 32.2.6.5J)** Also, the gondola only supports a single season and it only supports the resorts **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If the resorts want to funnel more people to them, they should be paying for it themselves, not with my taxpayer dollars. **(32.2.7A)** Bus service can include resorts as well as backcountry spots and hiking locations year round. **(32.2.6.3C)** The gondola only supports winter and penalizes the other users of the canyon who happen not to be able to afford the outrageous prices to ski at Snowbird or Alta. **(32.2.4A)** All this will do is push more people to big cottonwood and move the issue **(32.1.2B)**

COMMENT #: 4917
DATE: 8/9/21 5:45 PM
SOURCE: Email
NAME: James Webster

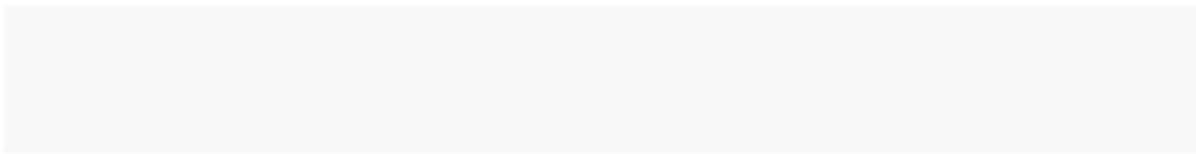
COMMENT:

Please add this public comment to my Aug 6th email. James Webster, RLA

<https://www.sltrib.com/news/environment/2021/08/09/feds-release-uinta-rail/>

Note from UDOT reviewer, the article is included below this email.

It's difficult to see a complete positive on either side of this argument. Every time an oil truck speeds through downtown Heber City or adjacent to reservoirs, especially Dimple Dell I worry about about a rollover. SLC refineries will continue to receive crude by rail, yet diesel emissions will be mitigated. There will be an alternative to the pipeline and strong rationale to abandon as Chevron is reminded of the Red Butte incident. Rail transport is infinitely more cost effective. This lawsuit is not simply based on environmental issues. Finally, the plaintiffs position that public funding cannot be used to subsidize private industry is far more applicable to UDOT's intent to ensure Snowbird's wealth enhancement. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**



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Environmentalists push lawsuits after impact statement released on \$3 billion rail project that would quadruple Uinta Basin's oil output

The proposed Uinta Basin Railway would send up to 11 trains a day between oil fields and the Union Pacific line in Price Canyon.



(Tribune file photo by Kim Raff) Oil tankers travel US-40 over Utah's Daniels Summit from the oil fields in the Uinta Basin to the refineries in North Salt Lake on May 18, 2012. The proposed Uinta Basin Railway would get some of this truck



An oil-hauling railway for the Uinta Basin took a big stride forward Friday with the release of an environmental impact statement (EIS) identifying a preferred route for the 85-mile line that would connect Utah's oil patch with the national rail network.

The [Uinta Basin Railway](#), proposed by a group of energy-producing Utah counties, would move crude from a load-out near Myton west through Indian Canyon to a connection with the Union Pacific line at Kyune near the top of Price Canyon. Four to 11 100-car trains would travel the route each day, enabling the basin's oil production to quadruple, increasing daily output to 300,000 barrels according to the [EIS](#).

The controversial project is under review by the federal [Surface Transportation Board](#), which is expected to issue a final decision in the coming weeks that would allow permitting and construction to begin.

The single-track railway would cross stream at 443 places, [affecting 61 miles of streams, and could negatively affect 10,000 acres of wildlife habitat](#). But worse, according to environmentalists, it would promote increased fossil-fuel development at a time when the nation needs to be reducing climate-altering emissions of greenhouse gasses.

The EIS takes only a cursory look at the impacts associated with increased drilling in the Uinta Basin, whose airshed already violates federal standards for ozone, according to the [Center for Biological Diversity](#).

“This document essentially ignores critical environmental issues by making plans to study them later, behind closed doors,” said Wendy Park, a senior attorney with the group. “Utahns are already choking on wildfire smoke, facing historic drought conditions and suffering sweltering heat waves. This colossal waste of public funds



entered into agreements with the with Drexel Hamilton Infrastructure Partners to finance the railroad; Rio Grande Pacific Corp. to operate it; and the Ute Indian Tribe, which controls extensive oil and gas holdings, to participate as equity partners.

For years, Uinta Basin's waxy crude has been plagued by transportation bottlenecks because U.S. Highway 40 is the only avenue to get it to market. Most of it ends up at Salt Lake refineries, which pay a steep discount because producers have nowhere else to send the oil, which hardens as it cools.

A rail connection is hoped to open up new markets, such as the Gulf Coast refineries or the hub at Cushing, Okla., for Uinta crude, but controversy had dogged rail proposals for years, long before the SCIC took it on.

A previous proposal was abandoned because of its projected \$3 billion cost, but now proponents say it can be built for far less.

Planning for the railway was covered by grants totaling \$28 million from the Utah Community Impact Board, or CIB, which oversees a huge pot of money arising from federal mineral royalties. By law, this money is supposed to be used by communities to address the impact of mineral extraction.

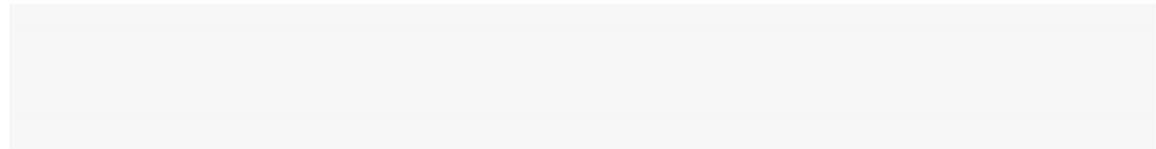
The Center for Biological Diversity and other groups sued the CIB, alleging grants supporting an oil-moving project is an illegal use of this money.

In Utah's 3rd District Court this week, the plaintiffs argued that SB176, a bill passed by the state Legislature this year, inappropriately aimed to crack open CIB funding for a much wider array of uses than intended by Congress.



land use approval for an oil refinery, plus all the engineering, financial analysis and legal analysis related to any of these activities,” Park argued in the hearing.

Echoing criticism leveled by many other groups, Park said that the federal government has designated this money for a much narrower purpose — to “help local communities deal with the impacts of mineral development.” The railway case could set a precedent for other projects benefiting the fossil fuel industry.



“By holding the CIB and the [Seven County Infrastructure Coalition] accountable, the court can send a strong message to these public bodies that funding fossil fuel projects to aid private industry is a misuse of [Mineral Leasing Act] funds,” Park told 3rd District Judge Adam Mow on Wednesday.

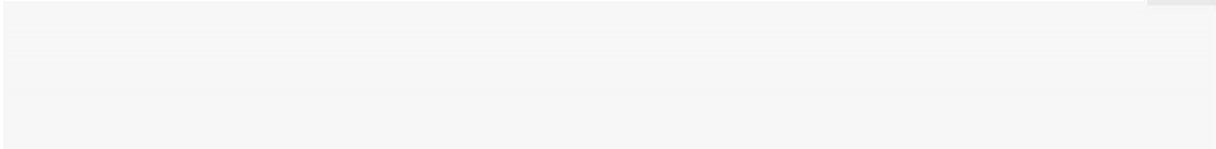
Representing the state, attorney Daniel Widdison argued that investing in the railway does align with the Mineral Leasing Act — since the project would reduce the need to move oil by truck to the Salt Lake City oil refineries.

“If this project can get trucks off the road, if it can create a higher viability or sustainability for other industries in the area or, frankly, if it can make extraction of the oil safer, any of those would constitute alleviation of mineral extraction,” he said.

“Recognizing ... that mineral extraction is an inevitability.”

The plaintiffs are asking the judge to put an end to CIB money going toward the rail project and limit the reach of SB176. Mow took the case under advisement.

Meanwhile, the project enjoys enthusiast support from state officials, who see a rail





“The rail line will provide future opportunity to transport a wide variety of commodities to world markets,” wrote Redge Johnson, Utah’s public lands policy director, in the state’s official comments. “The railway is a vital infrastructure asset for the economy of the Uinta Basin, which is heavily focused on oil and natural gas development and will be a critical catalyst for new production by creating better access to world markets. The railway will be a vital stimulant to economic opportunity and job creation for the four counties in the basin and the Ute Indian Tribe.”

But environmentalists contend the rail line would make the basin more dependent on fossil fuel extraction, undermining economic diversification and worsening its air quality.

“The project is highly speculative, but the negative impacts that drastically increasing oil extraction in the region would have on air, water, land, wildlife and the climate are clear,” the group wrote in a petition. “This oil train proposal is completely counter to climate science that says we must quickly reduce our use of fossil fuels and transition to renewable energy.”



bmaffly@sltrib.com

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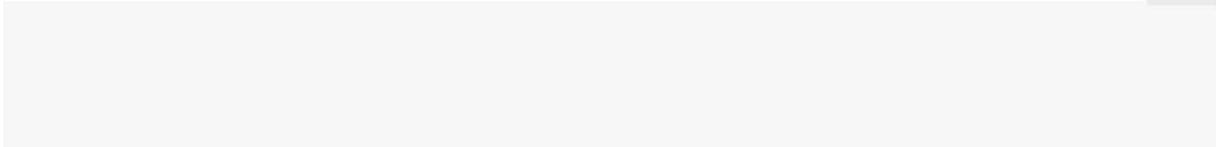
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COMMENT #: 4918
DATE: 8/9/21 6:01 PM
SOURCE: Website
NAME: Heather Wybrow

COMMENT:

Please don't vote for the gondola or a wider road. **(32.2.9C and 32.2.9E)** Zion handles millions of people while protecting the canyon. Please vote for a busing system and save our beautiful canyon!**(32.2.2B)**

COMMENT #: 4919
DATE: 8/9/21 6:05 PM
SOURCE: Website
NAME: Trevor Searle

COMMENT:

As someone who grew up in Cottonwood Heights and continues to ski, bike, climb and work up little cottonwood I do not think the gondola is where money should be directed. **(32.2.9E)** It only solves traffic to two resorts that are heavily trafficked for only part of the year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It's my opinion that building a gondola would negatively effect year round recreation and ignore traffic issues in other popular spots along Hwy 210. **(32.1.2D and 32.7C)** A dedicated bus lane with more consistent service seems to have less impact on the canyon and provide service along the entire highway. **(32.2.9B and 32.2.6.3C)**

COMMENT #: 4920
DATE: 8/9/21 6:27 PM
SOURCE: Website
NAME: Baylee Vogler

COMMENT:

Both the implementation of a gondola and the widening of the canyon road will have irreversible effects on the beauty of the canyon. **(32.17A and 32.17B)** Instead of building additional infrastructure that will damage the land and likely bring more visitors to the canyon, we need to be better utilizing the infrastructure we already have. By limiting the traffic in the canyon during peak hours and seasons and improving bus services, we can continue to enjoy the beauty of the canyon year round rather than only choosing options that will benefit the ski resorts. **(32.2.9A, 32.2.2L, 32.2.2K, 32.2.4A)** 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C) The gondola will only benefit ski resorts, and the widening of the canyon road is going to dramatically affect world class climbing and bouldering areas. **(32.4A)** Let's not mess up this beautiful canyon we've been given, it's our responsibility to protect it and make as little mark on it as possible so that future generations can enjoy it.

COMMENT #: 4921
DATE: 8/9/21 6:43 PM
SOURCE: Website
NAME: Doug Thompson

COMMENT:

Gondola is the best choice for cost not to mention the aspect of tourist attraction especially in the summer !(32.2.9D)

COMMENT #: 4922
DATE: 8/9/21 6:54 PM
SOURCE: Website
NAME: Ally Cirenza

COMMENT:

I am against the gondola option. Tax payer money should not be used to benefit only ski resorts and their ability to cram more people into the canyon. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4923
DATE: 8/9/21 7:27 PM
SOURCE: Email
NAME: Katie Whittington

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT, LCC EIS, p. 2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Overall, this takes away from the nature we're trying to preserve and so many species will be displaced in the construction and creation of this plan. I cannot say it strongly enough - please do not create this infrastructure through the gorgeous mountains. **(32.2.9G)**

Sincerely,
Katie Whittington
Sandy, UT

COMMENT #: 4924
DATE: 8/9/21 7:32 PM
SOURCE: Website
NAME: Savannah McCall

COMMENT:

I do NOT support the LCC Gondola. **(32.2.9E)** I don't support this due to its environmental impact on the canyons, it's interference with the beauty of the canyon, and finally because of its impracticality. **(32.12A, 32.13A, and 32.17A)** Along with this, I feel that this is an irresponsible way to spend money. **(32.1.2B)**

COMMENT #: 4925
DATE: 8/9/21 7:35 PM
SOURCE: Website
NAME: Savannah McCall

COMMENT:

I do NOT support the gondola proposal. **(32.2.9E)** Instead I support the expansion of the bus system in the canyons. **(32.2.9A)** I believe the gondola is inefficient and an irresponsible use of taxpayer money. **(32.1.2B and 32.2.7A)**

COMMENT #: 4926
DATE: 8/9/21 7:38 PM
SOURCE: Website
NAME: Duncan Evans

COMMENT:

Because the rail option will require transfers from parking structures to the initial rail station, it seems like it would be a better use of everyone's time and resources to go with the bus and expanded road travel lanes. **(32.2.9B)** Bus routes could go directly from a parking lot or garage to the destination resort without stopping at any resorts in between. **(32.2.6.3N)** This would minimize the need to transfer equipment and also speed up travel times. In addition to the direct-to-resort routes, a separate route could run between resorts to service just the rides that want go between resorts. Busses could eventually be electrified to mitigate environmental concerns. **(32.2.6.3F)** Additionally, bus routes could be added in the summer to stop at the resorts and a handful of high-use trailheads **(32.2.6.3C)**. A rail line wouldn't have that year-round flexibility.

COMMENT #: 4927
DATE: 8/9/21 7:40 PM
SOURCE: Website
NAME: Jason Luther

COMMENT:

As an avid recreationalist and near daily user of the canyons, I think the gondola option considered in the EIS will put a scar on the landscape of LCC. **(32.17A)** As a Salt Lake valley resident, I think using my taxes to pay for a gondola with only two stops, one of which I am not even allowed to use, is unacceptable. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The gondola will be an expensive, corporate welfare eye sore that I cannot support. **(32.17A)** It does not make sense to spend this much money to only partially solve a problem that only exists a few weekends each year. **(32.1.4D)**

I support expanded bus service. Buses can stop in more locations. **(32.2.9A and 32.2.6.3C)** They can be added and subtracted as needed. They can be more easily upgraded in the future. They don't have issues in high winds. **(32.2.6.5K)** Buses can solve all the same issues as the gondola without leaving massive towers blocking views and taking up precious land. **(32.17A)**

Expand the buses. Forget the gondola.

COMMENT #: 4928
DATE: 8/9/21 8:03 PM
SOURCE: Website
NAME: Samantha Macfarlane

COMMENT:

I am a lifelong resident of Salt Lake City. I am in favor of the expanded bus service in Little Cottonwood Canyon. **(32.2.9A)** I believe that the gondola will have a devastating effect on the landscape and wildlife of the canyon. **(32.17A and 32.13A)** Even if all caution and care is taken, these structures will dominate the landscape and require maintenance that will only increase the development of the area. **(32.17A)** I believe that the Wasatch is already at or past it's capacity for development. **(32.20H)** For the sake of the residents of the valley and the canyon, both human and non-human, both current and future, please do not construct the gondola **(32.2.9E)**. Thank you.

COMMENT #: 4929
DATE: 8/9/21 8:42 PM
SOURCE: Email
NAME: Robert Shaw

COMMENT:

Thanks for taking the time to hear a proposal for a possible solution to the little cottonwood canyon traffic issues. I have lived at the mouth of little cottonwood canyon for more than ten years and I deeply care for the area. I understand the desire to mitigate the winter dangers, medical evacuations and ever increasing traffic that exists in the resort areas in particular the little cottonwood canyon. I have been following the news about the gondola project being proposed and I have some concerns. The gondola carries an enormous price tag (taxpayer funded) and will likely sit idle the majority of the year. **(32.2.6.5F)** The project may suffer further from adverse weather conditions including high wind often associated with our worst traffic days. Passengers may become stuck on the gondola during these times creating a greater problem. **(32.2.6.5K)** I think adding a tollbooth, tire checks and greater carpool incentives would have a meaningful impact for a fraction of the price. **(32.2.2M, 32.2.2Y, and 32.2.4A)** These solutions also have their limitations. It looks like a great opportunity to look at other solutions for our state. Federal funding could be utilized for a more innovative project. **(32.2.7A)** I propose having tunnels connecting the airport with all six major ski resort areas in the Wasatch. The tunnels should only allow electric self driving vehicles to be controlled by UDOT . With a number of strategic access points Utah could become a world leader in resort area access. The tunnels would provide uninterrupted access to all major economic areas as well as medical evacuation and less impactful goods transportation. Under UDOT's control the system could tremendously reduce the carbon footprint for accessing our recreation areas. Greater access from the valley will allow all resort areas including Park City to economically benefit not just Snowbird and Alta. The Boring company claims to be able to tunnel at a cost of 10 million per mile. Along with additional infrastructure projects the cost could be in competition with the gondola project while providing considerably more access to all major Wasatch recreational areas. I think we could showcase Utah as a technology and recreational access leader by looking into future not past innovations. **(32.2.2C)**

Thanks,
Robert Shaw

COMMENT #: 4930
DATE: 8/9/21 8:51 PM
SOURCE: Email
NAME: Andrew Montgomery

COMMENT:

So I've been following this for two years lightly as I just go to ski. With this latest news about options and how it would benefit the canyon best, no one has said how much the tax payer/Utah government and the ski resorts will be paying for the chosen system? And how much each entity pays. Where does the money come from to pay for it? **(32.2.7A)** Thank you

COMMENT #: 4931
DATE: 8/9/21 9:19 PM
SOURCE: Website
NAME: Parker Izatt

COMMENT:

I think that there are better alternatives than the two proposed ideas. **(32.2.9C and 32.2.9E)** We should be able to use the infrastructure that we already have available to us instead of widening the roads or installing a gondola. I think both the proposed ideas are too invasive and would permanently change the canyon that we all love to escape to. I think more parking and buses should be the first choice. And I highly doubt that it would be more expensive than either of the proposed ideas. **(32.2.9A and 32.2.7C)**

COMMENT #: 4932
DATE: 8/9/21 9:32 PM
SOURCE: Website
NAME: Hunter Page

COMMENT:

I love this project and think it is a great idea especially with the 1500 car parking. We need a sustainable option for the canyon and widening roads doesn't help because at the end of the road when people are parking still gets backed up to where the road is widen and now you will just have two lines waiting to get to the parking lot. The gondola is a wonderful option that will last. Looking forward to the construction. All the best **(32.2.9D)**

COMMENT #: 4933
DATE: 8/9/21 10:06 PM
SOURCE: Website
NAME: Stephen Douglas Wismer

COMMENT:

I have been a local resident of Cottonwood Heights for 25 years. I ski, I bike I use the Mountains. I support the gondola! :)(**32.2.9D**)

COMMENT #: 4934
DATE: 8/9/21 10:13 PM
SOURCE: Website
NAME: Joshua Piscioti

COMMENT:

Allowing more people into the canyon will only create bigger problems. **(32.1.2B)** The canyon has a carrying capacity that has already been reached. **(32.20B)** Run more busses, expand the park and ride parking lot, but do not spend tax payer dollars on a roller coaster up the canyon. **(32.2.9A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4935
DATE: 8/9/21 10:18 PM
SOURCE: Website
NAME: Matt Frandsen

COMMENT:

No to the gondola. Subsidizing ski resorts infrastructure is a terrible idea (32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)

COMMENT #: 4936
DATE: 8/9/21 10:32 PM
SOURCE: Website
NAME: Josh Clay

COMMENT:

Gondola/Buses, they are all a gigantic scam to ensure maximized profits for Alta/Snowbird. Why are we asking how to ensure maximized traffic (ie revenue) for these businesses? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** If we are worried about traffic, LIMIT traffic on Weekends/Holidays through automated tolls. **(32.2.4A)** Make the tolls free on days with excess capacity (ie the weekdays). If we want more ski capacity, invest in another Utah resort. **(32.2.2V)** We have plenty of terrain and I am sure a few hundred million dollars of government funding could easily make that happen. And here is a bright notion, how about you actually ticket people for poor tires/lack of 4wd of snow days. **(32.2.2M)** If only small businesses could receive the same absurd subsidies that Snowbird/Alta have....

COMMENT #: 4937
DATE: 8/9/21 11:31 PM
SOURCE: Website
NAME: Russell Sell

COMMENT:

European mountain rail system wit a touch of American Light Rail IS the only logical solution. **(32.2.9F)**
Both alternatives are naive, l'll advised, agenda driven and poorly proposed to support the long view. I would certainly expect more from degrees engineers and supporting PMP's in all disciplines.

COMMENT #: 4938
DATE: 8/10/21 2:53 AM
SOURCE: Website
NAME: Lee Anne Walker

COMMENT:

The post covid world has learned a lot, including our experts' inadequacy at planning ahead. We are still digesting it. No matter what we decide on the choices offered, we are already guaranteeing it will be old, tired, ugly and unpopular by 2050. 50 mph is too fast for road conditions in blizzard weather, and the canyon cannot accommodate the number of people UDOT wants to put on the slopes and hotels, in the watershed and the wildlife habitat. **(32.2.9G, 32.1.2B, 32.20C, and 32.20F)**

COMMENT #: 4939
DATE: 8/10/21 5:02 AM
SOURCE: Website
NAME: Tracie Palmer

COMMENT:

All for growth but do not widen wasatch. Can you add stoplights and slow traffic? **(32.2.6.2.2A)** Limit numbers to canyon with passes? **(32.2.2K)** Gondola sounds quaint but folks still have to drive on wasatch to park. **(32.2.6.5E)** There are a lot of families who actually live here year round and would like to keep it safe for everyone. Traffic roar is so bad we cannot have a conversation outside our front door anymore. **(32.11B)** Regular crashes and crazy drivers in a hurry to get to resorts. **(32.2.6.2.2A)** Please slow it down and limit flow in canyons. It's such a gorgeous place. Can we please keep as much if that as possible and still grow?

COMMENT #: 4940
DATE: 8/10/21 5:13 AM
SOURCE: Website
NAME: Kyle Daluga

COMMENT:

Parking requires resort ticket **(32.29D)**

COMMENT #: 4941
DATE: 8/10/21 6:31 AM
SOURCE: Website
NAME: Hannah McBrayer

COMMENT:

No gondola! Widen the road, increase public transportation. **(32.2.9E and 32.2.9B)**

COMMENT #: 4942
DATE: 8/10/21 6:33 AM
SOURCE: Website
NAME: Louisa Brannon

COMMENT:

Good morning,

I have watched the presentation regarding this issue & I think that the gondola b option is best overall .
Thank you for taking the time to make this decision and for accepting public comments **(32.2.9D)**.

COMMENT #: 4943
DATE: 8/10/21 6:41 AM
SOURCE: Website
NAME: Jarrod Lummis

COMMENT:

Please explore options that limit the amount of travel up LCC that do not involve the addition of a gondola or an extra lane. **(32.2.9A and 32.2.2PP)** As a climber it would be heart breaking to see many of our boulders cleared for the convenience of some and the profit of few **(32.4A and 32.4B)** If this is an environmental issue, then regulating daily traffic through the canyon with more public transit options/stops should solve the issue. **(32.2.6.3C and 32.1.2C)** Thank you for taking the time to listen to the community in an effort to make our home a better place!

COMMENT #: 4944
DATE: 8/10/21 7:10 AM
SOURCE: Website
NAME: John Swartzwelder

COMMENT:

Outdoor recreationalists of all kinds wish to uphold the natural authenticity of Little Cottonwood Canyon. The current options proposed focus on “reliability” and “mobility” as the main parameters for transportation alternatives. While these parameters are important for economical development, they do not give enough consideration to sustainability and preserving the integrity of the canyon. **(32.1.2B)** Before permanently altering the landscape, more consideration and efforts should be put towards less intrusive alternatives. Attempting alternatives before committing to an option that permanently alters the landscape is critical to minimizing human impact and damage. Options like increased public transit, in addition switching transit fleets to renewable fuel sources would lower the environmental impact while still allowing recreationalists easy access to the canyon. **(32.2.9A, 32.2.6.3F, 32.1.2D, and 32.4G)** Further consideration should also be given to recreationalist desire as alternatives. **(32.29G)** It is common opinion throughout various outdoors communities that neither a gondola nor roadway widening are desirable options. **(32.2.9C and 32.2.9E)** Before UDOT moves forward with a plan, more deliberation is needed on whether their proposed option would be desired and used by recreationists. **(32.2.2PP)** Failure to do so will continue to result in increased traffic and increasingly poor air quality. **(32.1.2D, 32.7C, and 32.10A)**

Both options put forth by UDOT are neither sustainable nor desired from the most frequent users of the canyon. Before moving forward, more examination must be given to less intrusive alternatives and what is wanted by the canyon’s users. **(32.2.9A and 32.2.2PP)** Failure to do so will result in the degradation of the landscape and qualities that make LCC a desirable location for so many.

COMMENT #: 4945
DATE: 8/10/21 7:13 AM
SOURCE: Email
NAME: Nick Swartzwelder

COMMENT:

Hello,

Outdoor recreationalists of all kinds wish to uphold the natural authenticity of Little Cottonwood Canyon. The current options proposed focus on “reliability” and “mobility” as the main parameters for transportation alternatives. While these parameters are important for economical development, they do not give enough consideration to sustainability and preserving the integrity of the canyon. **(32.1.2B)** Before permanently altering the landscape, more consideration and efforts should be put towards less intrusive alternatives. Attempting alternatives before committing to an option that permanently alters the landscape is critical to minimizing human impact and damage. Options like increased public transit, in addition switching transit fleets to renewable fuel sources would lower the environmental impact while still allowing recreationalists easy access to the canyon. **(32.2.9A, 32.2.6.3F, 32.1.2D, and 32.4G)** Further consideration should also be given to recreationalist desire as alternatives. **(32.29G)** It is common opinion throughout various outdoors communities that neither a gondola nor roadway widening are desirable options. **(32.2.9C and 32.2.9E)**

Before UDOT moves forward with a plan, more deliberation is needed on whether their proposed option would be desired and used by recreationists. **(32.2.2PP)** Failure to do so will continue to result in increased traffic and increasingly poor air quality. **(32.1.2D, 32.7C, and 32.10A)**

Both options put forth by UDOT are neither sustainable nor desired from the most frequent users of the canyon. Before moving forward, more examination must be given to less intrusive alternatives and what is wanted by the canyon’s users. **(32.2.9A and 32.2.2PP)** Failure to do so will result in the degradation of the landscape and qualities that make LCC a desirable location for so many.

- John Swartzwelder

COMMENT #: 4946
DATE: 8/10/21 7:28 AM
SOURCE: Website
NAME: Danielle Mapes

COMMENT:

The amount of work put into this is impressive! My concerns are environmental. Road widening seems to effect the wildlife and water as well as the beauty that is LCC. **(32.12B, 32.13B, and 32.17B)** Unfortunately it appears the gondola will also have a strong footprint. (32.12A, 32.13A, and 32.17A) My other concern is similar to many in the hearings - the canyon cannot hold unlimited amounts of people. We need to limit access at a certain point **(32.1.2B, 32.1.2D, and 32.20B)**. What about no cars, only busses? **(32.2.2B)** I know this is an idea many at the hearings brought up. I whole heartily agree.

COMMENT #: 4947
DATE: 8/10/21 8:20 AM
SOURCE: Website
NAME: Clayton Walker

COMMENT:

I am against the building of a gondola in Little Cottonwood Canyon. **(32.2.9E)** I've lived here all of my 35 years and can't think of anything more sad than to build a massive eyesore like the gondola. **(32.17A)** Nor should we widen the road and impact the world class climbing that people travel to enjoy. **(32.4A)**/

Please implement a bus system similar to what we have in Zion National Park, and limit the number of cars in the canyon. It's the right thing to do **(32.2.2B and 32.2.2L)**.

COMMENT #: 4948
DATE: 8/10/21 8:26 AM
SOURCE: Website
NAME: Kay Black

COMMENT:

Why should we destroy our beautiful landscape for profit. It does nothing for summer, and only seems to service resort goers. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** This just adds to the resorts monopolization of the canyons.

COMMENT #: 4949
DATE: 8/10/21 8:27 AM
SOURCE: Website
NAME: Jeff Perkins

COMMENT:

Bus service improvement, rather than the gondola, provides better flexibility to serve other canyon users for trailheads below snowbird/ Alta and more flexibility for future adjustments in canyon traffic management. **(32.2.6.3C)** The gondola would only serve snowbird/alta while having a significant visual impact for all other canyon users with no flexibility to adjust in the future. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please don't destroy little cottonwoods natural beauty by turning it into an amusement park ride!

COMMENT #: 4950
DATE: 8/10/21 8:35 AM
SOURCE: Website
NAME: Anna Marie Neider

COMMENT:

This entire boondoggle is based on a flawed premise. I live at the eastern point of the triangle leading into the pristine Little Cottonwood Canyon. The 'TRAFFIC PROBLEM' IS SO RARE - ONLY occurring early on weekend mornings with fresh powder. **(32.1.4D)** It is just a chance to spend an incredible amount of tax payer money and keep UDOT busy and the ski resorts growing. And SKIERS WILL STILL PREFER TO DRIVE! **(32.2.4A)** The time and hassle getting to and on and off the gondola will be prohibitive. Surely something more beneficial for the environment can be done with the incredible amount of money! PLEASE BE REASONABLE! And SAVE LITTLE COTTONWOOD CANYON

COMMENT #: 4951
DATE: 8/10/21 9:05 AM
SOURCE: Website
NAME: Stephen Pruyn

COMMENT:

We need the gondola to support the basin. We need to get people out of cars and buses and off the road. **(32.2.9D)**

COMMENT #: 4952
DATE: 8/10/21 9:06 AM
SOURCE: Website
NAME: John Curtis

COMMENT:

Please DO NOT INSTALL A GONDOLA. **(32.2.9E)** It will be a permanent eye sore in one of the most beautiful canyons in the world. **(32.17A)** With giant towers up to 230 feet tall, this is a catastrophe. Also, do not require tax payers to fund the profits of the ski industry. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** They are fine at the capacity they have and I know for certain Alta has one of the most healthy profit margins in the industry. There are other less impactful options. Perhaps the best option is just to limit the number of cars on certain days, or all days, first come first served. **(32.2.2L)** But the enhanced bus option is far better than the Gondola. **(32.2.9A)**

COMMENT #: 4953
DATE: 8/10/21 9:07 AM
SOURCE: Website
NAME: Jim Ladas

COMMENT:

Please vote for the gondola to help us save the environment **(32.2.9D)**

COMMENT #: 4954
DATE: 8/10/21 9:07 AM
SOURCE: Website
NAME: Tomilee Tilley

COMMENT:

this is a solid plan and much needed to preserve cottonwood canyon and reduce automotive emissions
(32.29D and 32.10A)

COMMENT #: 4955
DATE: 8/10/21 9:09 AM
SOURCE: Website
NAME: Jonathan Stanley

COMMENT:

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

COMMENT #: 4956
DATE: 8/10/21 9:11 AM
SOURCE: Website
NAME: Morgan Williams

COMMENT:

I think the gondola is a terrible idea influenced by ski resorts and does not consider the environmental and visual impact at all. **(32.2.9E and 32.17A)** It's a money based decision that benefits the resorts and hurts everyone else. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Making more bussing or banning private vehicles with less than 3 people is a way better option. **(32.2.9A and 32.2.4A)** The canyon has a capacity and we need to accept that. In light of the UN climate report, we should all be working harder to support our planet. There are so many more options it's not smart to jump straight to the most invasive and most permanent. **(32.2.2PP)**

COMMENT #: 4957
DATE: 8/10/21 9:11 AM
SOURCE: Website
NAME: Barry Woods

COMMENT:

"Having traveled and skied throughout the world, and especially Europe, since I was a young ski racer, I have seen first hand the many benefits of Gondola and Tram systems in reducing reliance on automobile travel. I fully support the Gondola option for LCC. **(32.2.9D)**

COMMENT #: 4958
DATE: 8/10/21 9:12 AM
SOURCE: Website
NAME: Robert Serino

COMMENT:

The Gondola option is a superior environmental and efficiency solution. the idea of expanding the roadway would be very destructive and generate carbon for years to come. It will also be prone to delays and closures. **(32.2.9D, 32.10A, and 32.2.6.3P)**

COMMENT #: 4959
DATE: 8/10/21 9:14 AM
SOURCE: Website
NAME: Mark Huling

COMMENT:

I think a gindola is a great idea versus expanding the road. (32.2.9D)

COMMENT #: 4960
DATE: 8/10/21 9:14 AM
SOURCE: Website
NAME: Amy Bridan

COMMENT:

Please choose the gondola option for Little cottonwood canyon. It is a much more sustainable and long-term options than having more busses up the canyon. I have been a resident for 20 years - thank you!(32.2.9D)

COMMENT #: 4961
DATE: 8/10/21 9:15 AM
SOURCE: Website
NAME: Eric Sagerman

COMMENT:

The gondola option for Little Cottonwood Canyon is by far the best solution. It has been used around the world for years to solve similar situations. It's time we stepped up and implement a ecologically friendly and customer/user friendly solution to accessing our canyons. **(32.2.9D)**

COMMENT #: 4962
DATE: 8/10/21 9:15 AM
SOURCE: Website
NAME: Michael Johnson

COMMENT:

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

COMMENT #: 4963
DATE: 8/10/21 9:15 AM
SOURCE: Website
NAME: Kenneth Clark

COMMENT:

As a frequent out of town user of the canyon during the winter months. I am absolutely for a gondola option as a means to control traffic and improve access to the resorts after major snow falls. I have spent to many hours waiting for the road to open and if this option eliminates that wait I am all for it.
(32.2.9D)

COMMENT #: 4964
DATE: 8/10/21 9:15 AM
SOURCE: Website
NAME: Eddie Sun

COMMENT:

I think this would be a great idea if it is a feasible. It would be so nice to not have to drive up and down the canyon in traffic. **(32.29D)**

COMMENT #: 4965
DATE: 8/10/21 9:16 AM
SOURCE: Website
NAME: Jared Ethington

COMMENT:

I vote busses. It's the better option for everyone. **(32.2.9A)**

COMMENT #: 4966
DATE: 8/10/21 9:16 AM
SOURCE: Website
NAME: Donald Roll

COMMENT:

I am in favor of the gondola option for Little Cottonwoods Canyon. **(32.2.9D)**

COMMENT #: 4967
DATE: 8/10/21 9:16 AM
SOURCE: Website
NAME: Anthony Kahn

COMMENT:

Having visited Little Cottonwood Canyon skiing and road cycling, I'm convinced that the gondola is the best solution. **(32.2.9D)** The amount of earth to be displaced by foundations for lift towers is far less than expansion of the road, and this will protect the water resources better. **(32.13A, 32.13B, 32.12A, and 32.12B)** Less oil and tire wear runoff also will be better for water quality. The noise will be quieter too, and the gondola will be a great solution for transit. I support that option. **(32.11A and 32.11D)**
Thank you, AnthonyKahn

COMMENT #: 4968
DATE: 8/10/21 9:16 AM
SOURCE: Website
NAME: Stephan Kremer

COMMENT:

As a frequent visitor to the multiple ski areas in the SLC area, a gondola makes the most sense for the environment AND the users. Please do NOT expand the roadway. **(32.2.9D and 32.2.9C)**

COMMENT #: 4969
DATE: 8/10/21 9:16 AM
SOURCE: Website
NAME: Richard Gabriel

COMMENT:

The gondola is the best option for this fragile planet we all home. **(32.2.9D)**

COMMENT #: 4970
DATE: 8/10/21 9:17 AM
SOURCE: Website
NAME: Jill Tucillo

COMMENT:

I support the gondola option as the most environmentally sustainable and practical option to preserve the Little Cottonwood Canyon skiing experience for future generations. **(32.2.9D)**

COMMENT #: 4971
DATE: 8/10/21 9:17 AM
SOURCE: Website
NAME: Ethan Hurley

COMMENT:

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

COMMENT #: 4972
DATE: 8/10/21 9:17 AM
SOURCE: Website
NAME: Mark Caputo

COMMENT:

I fully support the gondola option for access to Snowbird and Alta ski areas. **(32.2.9D)**
Thank you,
Mark Caputo

COMMENT #: 4973
DATE: 8/10/21 9:18 AM
SOURCE: Website
NAME: Phil Broadbent

COMMENT:

Let's focus on long term sustainability and impact to environment. I support gondola option **(32.2.9D)**

COMMENT #: 4974
DATE: 8/10/21 9:18 AM
SOURCE: Website
NAME: Lawrence Wall

COMMENT:

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

COMMENT #: 4975
DATE: 8/10/21 9:19 AM
SOURCE: Website
NAME: Thomas Broadbent

COMMENT:

I have been an avid skier since I was three years old. I am now 24, and even in my recollection I have noticed the increase in congestion and pollution in my beloved canyons. I firmly believe a low carbon option such as a gondola would be the best option. **(32.2.9D and 32.10A)** We should not be widening the road to allow for more cars and busses, but prepare for the long-term. **(32.2.9C)** Our canyons and ski resorts are Utah's premier source of tourism and enjoyment from both Utah's citizens, but also from many out of state as well. Let us show the world Utah is capable of transforming what we value by preserving and protecting it for many years to come!

COMMENT #: 4976
DATE: 8/10/21 9:19 AM
SOURCE: Website
NAME: Julianne Steiner

COMMENT:

I am in favor of the gondola system because it will ease accessibility and be better for the canyon natural features and the environment as a whole. **(32.2.9D)**

COMMENT #: 4977
DATE: 8/10/21 9:19 AM
SOURCE: Website
NAME: Melynda Harrison

COMMENT:

Please go the gondola route as it is better for the environment and more efficient. **(32.2.9D)**

COMMENT #: 4978
DATE: 8/10/21 9:19 AM
SOURCE: Website
NAME: Melanie Hoopes

COMMENT:

I think the gondola option is by far the best option. In every way it help improve accessibility, efficiency, and safety!! **(32.2.9D)**

COMMENT #: 4979
DATE: 8/10/21 9:19 AM
SOURCE: Website
NAME: Chris Thoms

COMMENT:

I completely support and am excited about the possibilities of the gondola solution for LCC. The low environmental impact and efficiencies resulting from this solution are the key factors for my support **(32.2.9D)**. - Chris Thoms, Wayne, IL

COMMENT #: 4980
DATE: 8/10/21 9:19 AM
SOURCE: Website
NAME: shahzad ahmad

COMMENT:

As a physician and skier , I appreciate the impact that more vehicles will have on the Canyon, I support the gondola ?! It is a brilliant solution **(32.2.9D)**

COMMENT #: 4981
DATE: 8/10/21 9:20 AM
SOURCE: Website
NAME: William Hane

COMMENT:

All for it assuming their is good parking below. (32.29D)

COMMENT #: 4982
DATE: 8/10/21 9:20 AM
SOURCE: Website
NAME: Jeff Crace

COMMENT:

About time!

Provide an interconnect from Park City would also help with traffic. (32.2.2N) Also would mimic Europe.

COMMENT #: 4983
DATE: 8/10/21 9:20 AM
SOURCE: Website
NAME: John Winkler

COMMENT:

A gondola makes sense for the long term solution and is inline preserving the canyon for future generations. **(32.2.9D)**

COMMENT #: 4984
DATE: 8/10/21 9:20 AM
SOURCE: Website
NAME: Jonathan Friedrich

COMMENT:

THIS LOOKS LIKE A VERY EXPENSIVE PROJECT. HOW WILL THIS BE PAID FOR? TAXPAYER FUNDED OR PRIVATE FUNDS/ EITHER WAY THE AMERICAN PUBLIC WILL BE FLEECEED. FAIMLY SKIING IS TOO EXPENSIVE NOW! **(32.2.7A)**

COMMENT #: 4985
DATE: 8/10/21 9:21 AM
SOURCE: Website
NAME: Britnea Auerbach

COMMENT:

Building a gondola will damage the environment more than expanding bus services. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** I am also against using taxpayer money for a system that will essentially service private business (the ski resorts) during a limited time of year. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I have experienced the hassle of trying to make it up the Canyon during peak ski season, but also the ease of Canyon use during the rest of the calendar year. **(32.1.2C)** I believe an expanded bus option (while limiting private vehicle traffic) during peak ski season is the best option for the environment as well as the taxpayers. **(32.2.9A and 32.2.4A)**

COMMENT #: 4986
DATE: 8/10/21 9:21 AM
SOURCE: Website
NAME: Ivy Estabrooke

COMMENT:

The gondola is by far the preferred choice for the little cottonwood canyon. The addition of more buses and the construction required to expand the road will disrupt the environment permanently and contribute to pollution. **(32.2.9D)**

COMMENT #: 4987
DATE: 8/10/21 9:21 AM
SOURCE: Website
NAME: Morgan Fabrizio

COMMENT:

I fully support the gondola option. Great way to transport people and avoid crashes and car requirements! Also excited for the view on the ride up! Let's get this project started! **(32.2.9D)**

COMMENT #: 4988
DATE: 8/10/21 9:22 AM
SOURCE: Website
NAME: Margherita Arvanites

COMMENT:

I think this is a great idea and fully support it but I sense this will be so popular that the number of parking spaces will be insufficient. **(32.2.6.2.1C and 32.2.6.5J)**). I would suggest that you add at least another 1k spaces or consider have a parking reservation system similar to the one at the phx Az airport

COMMENT #: 4989
DATE: 8/10/21 9:22 AM
SOURCE: Website
NAME: Daniel Amador

COMMENT:

As a tourist to the area, I have only experienced the traffic back up that occur on beautiful days. **(32.1.2D)** The Gondola option seems the most efficient to allowing more people to enjoy mountain sports while hopefully minimizing the impact on the natural area. I believe this is an incredibly innovative way by using time trusted methods to increase availability to the mountains. **(32.2.9D)**

COMMENT #: 4990
DATE: 8/10/21 9:23 AM
SOURCE: Website
NAME: Lorenzo Thione

COMMENT:

Please reduce our reliance on vehicles by implementing the gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D and 32.10A)**

COMMENT #: 4991
DATE: 8/10/21 9:23 AM
SOURCE: Website
NAME: Heidi Good

COMMENT:

I don't support the gondola or widening of the road. **(32.2.9C and 32.2.9D)** Why not charge a toll at the bottom for canyon use like American Fork or Millcreek? **(32.2.2Y and 32.2.4A)** Why did the train project get dismissed so easily? **(32.2.9F)** This is a disaster in the making. All about profit and not about preserving the magic of LCC. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 4992
DATE: 8/10/21 9:23 AM
SOURCE: Website
NAME: Stephen Kupec

COMMENT:

Please go with the gondola option and set the tone for the rest of the ski industry on improving both access to our favorite mountains as well as doing something other than laying down more pavement.
(32.2.29D)

COMMENT #: 4993
DATE: 8/10/21 9:24 AM
SOURCE: Website
NAME: Tom Scharlow

COMMENT:

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

COMMENT #: 4994
DATE: 8/10/21 9:24 AM
SOURCE: Website
NAME: Shelley Brown

COMMENT:

I'm in favor of the gondola! This will protect the land and reduce emissions. I like the idea that the gondola can run when the buses cannot. **(32.2.9D and 32.10A)** Thank you

COMMENT #: 4995
DATE: 8/10/21 9:25 AM
SOURCE: Website
NAME: Tony Rossignuolo

COMMENT:

The gondola seems like a very good idea. Eliminate traffic, emissions and lower the impact on the canyon. **(32.2.9D and 32.10A)**

COMMENT #: 4996
DATE: 8/10/21 9:25 AM
SOURCE: Website
NAME: Charles Heath

COMMENT:

As a resident of Park city i am in favor of the Gondola solution. **(32.2.9D)**

COMMENT #: 4997
DATE: 8/10/21 9:26 AM
SOURCE: Website
NAME: Christopher Dubia

COMMENT:

Fully support gondola - will not impact existing road, habitat for wildlife and will cut down on carbon emissions **(32.2.9D, 32.13A, and 32.10A)**

COMMENT #: 4998
DATE: 8/10/21 9:26 AM
SOURCE: Website
NAME: Michael McGarry

COMMENT:

Fully support the Gondola option. Snowbird is our favorite. We've been stuck in the parking lot with an ornery bus driver unwilling to let us on the bus. We had a \$50 bill and the only solution was to pay \$50 for a bus ride, according to the driver. We missed out on that day. Gondola would've avoided my wife's meltdown. **(32.2.9D)** Thanks.

COMMENT #: 4999
DATE: 8/10/21 9:27 AM
SOURCE: Website
NAME: Chris Jankowski

COMMENT:

Summit County resident who regularly skis at Snowbird/Alta and always takes a car up. We would use the gondola and be willing to pay for it as it would save time and money, plus clearly be the least impactful on the environment. We would not take the bus, that is just the reality of many of the users. **(32.2.9D and 32.2.4A)**

COMMENT #: 5000
DATE: 8/10/21 9:27 AM
SOURCE: Website
NAME: Ryan C

COMMENT:

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

COMMENT #: 5001
DATE: 8/10/21 9:27 AM
SOURCE: Website
NAME: Richard Dugger

COMMENT:

Is there any thought to a train system like in Europe. **(32.2.9F)**

COMMENT #: 5002
DATE: 8/10/21 9:27 AM
SOURCE: Website
NAME: Elizabeth Cobin

COMMENT:

We live in St Louis, MO. We have been coming to Utah to ski for 17 years. We are now considering retirement (a couple of years from now). We typically go to Park City but it is very crowded. We would love to consider Salt Lake because of the access to the Arts. This proposed gondola is very appealing. It could allow us to retire to the foothills, enjoy the Arts and medical care of Salt Lake with excellent year round traffic free access to the mountains. The gondola would be much more appealing than buses. **(32.2.9D and 32.2.4A)** Obviously, we are not current Utah residents but this gondola is very exciting!

COMMENT #: 5003
DATE: 8/10/21 9:28 AM
SOURCE: Website
NAME: Chris Bisbee

COMMENT:

Gondola makes sense for so many resin that have already been articulated. Please make this happen
(32.2.9D)

COMMENT #: 5004
DATE: 8/10/21 9:28 AM
SOURCE: Website
NAME: Benjamin Nielson

COMMENT:

This is a wonderful project for business, customers and visitors near little cottonwood canyon. Of course using Utah wide tax revenue to fund it is perhaps the epitome of socialist hubris. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please fund this with local / private funds if ppl there really want it. If there is plenty of desire, there will be plenty of funds. If not the project is a piece of bloat.

COMMENT #: 5005
DATE: 8/10/21 9:28 AM
SOURCE: Website
NAME: Gaby Kingery

COMMENT:

I'm in favor of the gondola! Please please vote to pass this through. **(32.2.9D)**

COMMENT #: 5006
DATE: 8/10/21 9:29 AM
SOURCE: Website
NAME: Lindsay Dance

COMMENT:

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

COMMENT #: 5007
DATE: 8/10/21 9:29 AM
SOURCE: Website
NAME: Howard Fishman

COMMENT:

I vote for the gondola for the reasons stated in the ski Utah email. Widening the canyon will only make the carbon footprint larger and ruin another beautiful stop in Utah. **(32.10A, 32.17A, and 32.17B)** The buses will put more pollution in the already bad air. The gondola will allow operations on powder days and days with high avalanche danger. I understand folks use the canyon for back country not just skiing. I believe these people could be allowed to drive using some sort of pass system at no charge as long they could provide proof they are not headed to the resorts. **(32.2.4A)** Some sort accommodate needs to be made for guests staying at the lodges. One issue I see is parking. I live in Heber and have tried to park at the Park and Ride lots to avoid paying at Solitude and the lots are always full. I am trying to be a good citizen and use public transportation to lower my carbon footprint but with no place to park I have an issue. By the way, this was on week days. **(32.2.6.2.1C)**

COMMENT #: 5008
DATE: 8/10/21 9:29 AM
SOURCE: Website
NAME: Alexis Ericsson

COMMENT:

The gondola is clearly the better option. **(32.2.9D)** Widening the road and increasing busing will only help temporarily, will increase emissions, and doesn't solve the traffic problem that happens every time there's an avalanche. **(32.10A, 32.7C, and 32.7A)** A gondola will reduce the carbon footprint of the ski resorts in Little Cottonwood and actually help some of the congestion problems long term instead of continually putting a band aid on the issue. **(32.10A and 32.7C)**

COMMENT #: 5009
DATE: 8/10/21 9:30 AM
SOURCE: Website
NAME: Mark Mylar

COMMENT:

Please hurry and approve this project. We cannot continue like this anymore. **(32.29D)**

COMMENT #: 5010
DATE: 8/10/21 9:30 AM
SOURCE: Website
NAME: Christine Abramowski

COMMENT:

I think a gondola is a great idea !!(32.2.9D)

COMMENT #: 5011
DATE: 8/10/21 9:30 AM
SOURCE: Website
NAME: Trinceton Brown

COMMENT:

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

COMMENT #: 5012
DATE: 8/10/21 9:32 AM
SOURCE: Website
NAME: Margaret McCann

COMMENT:

The Gondola seems the clear option. As someone who skis regularly, the traffic is a huge frustration and deterrent. Please don't expand the road and make even more construction. **(32.2.9C)** To not be able to get away from it, even in the mountains, is very discouraging. **(32.2.9D)**

COMMENT #: 5013
DATE: 8/10/21 9:32 AM
SOURCE: Website
NAME: Vic Rasmussen

COMMENT:

We are not just talking about a road, or air pollution. **(32.10A)** We are talking about long term infrastructure costs. The materials to make the road, the fuel, tires, oil, etc. used for the buses, the road maintenance, the environmental impact of the road, etc. The gondola greatly reduces these immediate and long term material, operating, and maintenance costs while reducing the environmental impacts of the road structure. And, the air stays cleaner! **(32.2.9D, 32.2.7C, and 32.10A)**

COMMENT #: 5014
DATE: 8/10/21 9:35 AM
SOURCE: Website
NAME: Emily Parker

COMMENT:

A gondola would be a wonderful addition to the canyon and provide an experience that would allow passengers to enjoy the scenic canyon while being a much cleaner alternative to car travel up the mountain. I fully support the gondola. **(32.2.9D and 32.17A)**

COMMENT #: 5015
DATE: 8/10/21 9:35 AM
SOURCE: Website
NAME: Lynden Whitaker

COMMENT:

I am in full support of this Gondola. This would be something I would utilize almost every trip up the mountain. As resorts continue to charge a fee for parking, I would much rather pay for the Gondola ride up to the resorts. This would also offer a safer travel route from the base to the resorts. My wife would feel a lot better by me riding in a secure gondola than a narrow icy road. **(32.2.9D)**

COMMENT #: 5016
DATE: 8/10/21 9:35 AM
SOURCE: Website
NAME: Alyssa Chudzick

COMMENT:

I'm an annual visitor to Alta, usually a 4 day period at the end of January. I've been visiting for 30 years and have seen the increased road traffic in the canyon and in SLC. I think the gondola is a great option especially for our environment. The ride up will take a little longer (than a good day) but much shorter than a bad day. I look forward to seeing what changes are made. **(32.2.9D)**

COMMENT #: 5017
DATE: 8/10/21 9:36 AM
SOURCE: Website
NAME: Chandler Lund

COMMENT:

The traffic situation in LCC has become untenable. Not only is it a deterrent to tourists and locals alike, but all of the carbon emissions is damaging to the canyon and adding to air quality issues in an area that should be wild and pure. Please implement a gondola system to help address this issue. **(32.2.9D and 32.10A)**

COMMENT #: 5018
DATE: 8/10/21 9:36 AM
SOURCE: Website
NAME: Carlo Rondina

COMMENT:

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

COMMENT #: 5019
DATE: 8/10/21 9:37 AM
SOURCE: Website
NAME: Ryan Hurley

COMMENT:

I support the gondala option to reduce reliance on roads provide a more reliable transportation option and reduce Carbon footprint **(32.2.9D and 32.10A)**

COMMENT #: 5020
DATE: 8/10/21 9:37 AM
SOURCE: Website
NAME: Jeff Wyner

COMMENT:

Although I live on the east coast, I have skied Alta and Snowbird for over 20 years. Over the years I have experienced the increase in traffic in the canyon and on hill. I favor the gondola approach versus widening the highway, but believe the ease of access will likely increase crowds at the ski areas. **(32.2.9D and 32.20C)**) Why not build the gondola while limiting the numbers of daily number of skiers/ snowboarders at the resorts.? **(32.2.2K)** While this may reduce financial resources for maintenance, it will help to maintain the snow experience that made the areas popular in the first place. Also, in the era of covid, limited advance reservations for tickets has been accepted so why not strike while the iron's hot?

COMMENT #: 5021
DATE: 8/10/21 9:37 AM
SOURCE: Website
NAME: Jeffrey Parriott

COMMENT:

I'm in 100% support of the gondola project, I don't agree with the bus proposal as it will add more pavement to the existing roadway and it hurts the environment even more, clean air and clean running of the gondola is the way to go for the future of LCC. **(32.2.9D, 32.2.9C, and 32.10A)**

COMMENT #: 5022
DATE: 8/10/21 9:39 AM
SOURCE: Website
NAME: Nicholas Sousa

COMMENT:

Gondola makes the most sense. Just do it. **(32.2.9D)**

COMMENT #: 5023
DATE: 8/10/21 9:39 AM
SOURCE: Website
NAME: Jamie Greene

COMMENT:

I am in support of putting in a Gondola in Little Cottonwood Canyon! **(32.2.9D)**

COMMENT #: 5024
DATE: 8/10/21 9:40 AM
SOURCE: Website
NAME: Paul Peters

COMMENT:

The gondola is a great option. However, there need to be options to get to trailheads beyond just the snowbird and alta parking lots. Is there a plan to handle movement or transportation to alternate locations once at the upper canyon area? Should multiple stops be considered or a shuttle from the tram drop off to elsewhere? **(32.2.9D, 32.2.6.5G, and 32.2.6.5AA)**

COMMENT #: 5025
DATE: 8/10/21 9:40 AM
SOURCE: Website
NAME: Zeb Burdick

COMMENT:

Sustainable, safe, and efficient. I'm fully on board with this, and as a skier seems much more comfortable than standing on a bus sliding around. Seems like a hone run solution to me!(32.29D)

COMMENT #: 5026
DATE: 8/10/21 9:41 AM
SOURCE: Website
NAME: Robert Perkins

COMMENT:

A gondola in LCC would destroy the natural aesthetics of the canyon and, at best, provides a highly inefficient solution to the traffic problems (only in winter) **(32.17A and 32.7C)**. Notably, it only stops at the two resorts, so it offers nothing to backcountry skiers, snowshoers, climbers, hikers, and naturalists. **(32.2.6.5G)**

COMMENT #: 5027
DATE: 8/10/21 9:41 AM
SOURCE: Website
NAME: Jeremy Schwartz

COMMENT:

I am in favor of the Gondola please! The planet can't handle any more cars on the road, let's all do our part to protect it! **(32.2.9D)**

COMMENT #: 5028
DATE: 8/10/21 9:42 AM
SOURCE: Website
NAME: William Lycholaj

COMMENT:

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

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

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

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

COMMENT #: 5029
DATE: 8/10/21 9:42 AM
SOURCE: Website
NAME: Dustin Townsend

COMMENT:

The Gondola idea and plan is brilliant I think the smartest idea ever to solve the solution long term. It solves the issue of avalanches, parking and traffic in the canyon besides it disrupts the canyon less then traffic or a road. I strongly believe it will promote more public transportation in the valley as well going to the ski resorts. The Gondola is a perfect year round solution. Please choose the gondola I would much rather take the gondola then drive up the canyon and I always have a full vehicle 4 or more. **(32.2.9D)**

COMMENT #: 5030
DATE: 8/10/21 9:46 AM
SOURCE: Website
NAME: Robert Stianche

COMMENT:

I started to make a yearly trip to Utah and staying in the BCC area for the past 30 years , the growth has been steadily rising and with that came the nightmare of traffic . The past 3 seasons the roads have been notably congested from morning to night , it's been a roll of the dice for parking and even getting to the ski areas . The gondola would be a welcome addition and ease the main issue with getting to the ski areas concerning , traffic , road closures and weather element influencing. I vote for a yes on this huge idea . **(32.2.9D)** Thank you . Robert and Tori Stianche , Elizabethville, PA .

COMMENT #: 5031
DATE: 8/10/21 9:48 AM
SOURCE: Website
NAME: Elizabeth Enos

COMMENT:

I live near the mouth of the canyon and I am absolutely in favor of the gondola! Fewer cars on the road less traffic and no emissions. **(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 5032
DATE: 8/10/21 9:49 AM
SOURCE: Website
NAME: Jeffrey Jinerson

COMMENT:

As a frequent guest to Alta Snowbird I think the Gondola is a fantastic option to ease traffic, ease emissions, and not expand the current roadway footprint. **(32.2.9D and 32.10A)**

COMMENT #: 5033
DATE: 8/10/21 9:49 AM
SOURCE: Website
NAME: Michael Mendelson

COMMENT:

A gondola into Little Cottonwood Canyon, rather than an expanded roadway, would seemingly be far more environmentally friendly and have my full support as a ski season tourist to Utah. **(32.2.9D)**

COMMENT #: 5034
DATE: 8/10/21 9:50 AM
SOURCE: Website
NAME: Chris Nutt

COMMENT:

I support a high speed gondola for the area. (32.2.9D)

COMMENT #: 5035
DATE: 8/10/21 9:50 AM
SOURCE: Website
NAME: Jeff Coombe

COMMENT:

UDOT,

I want to voice my support for the GONDOLA OPTION. Reducing traffic, emissions, and needed road construction for the bus option, while simultaneously creating a feature attraction for the mountain area, sounds like an easy decision. Please choose the gondola option. **(32.2.9D, 32.10A, and 32.2.7C)**

Sincerely,

Jeff Coombe

COMMENT #: 5036
DATE: 8/10/21 9:53 AM
SOURCE: Website
NAME: Lauren Jolly

COMMENT:

I don't really support either option. **(32.2.9C and 32.2.9D)** If we can channel the funding into building considerably larger parking structures at the base of LCC (and honestly BCC as well), and ONLY allow bus traffic up the canyon for the winter season then you would not need to widen the road, or put up a gondola. **(32.2.6.2.1C and 32.2.2B)** The only option would be to park at the base and get on a bus, at least during weekend/peak times. Why impact the canyons in any way if we can build at the base and have low emission buses only? **(32.1.2B and 32.2.6.3F)** Plus you drastically reduce the chance for accidents and vehicles who should not be in the canyon during bad weather.

COMMENT #: 5037
DATE: 8/10/21 9:53 AM
SOURCE: Website
NAME: Roman Nagorkin

COMMENT:

I support the Gondola option. I think that will reduce traffic in Little Cottonwood canyon and makes more sense in long term than the Bus expansion. **(32.2.9D)**

COMMENT #: 5038
DATE: 8/10/21 9:54 AM
SOURCE: Website
NAME: Jill Duncan

COMMENT:

We are in favor of the gondola. Our family uses the canyon frequently all year long, but winter snowstorms present so many hazards. We've had teenagers driving down after a day of skiing who were trapped in the canyon for 5 hours due to an accident below. We are constantly concerned about safety issues with weather and other drivers. A gondola would accommodate the large amount of daily visitors and keep everyone much safer. I'm a side note, we are also in favor of a bike trail in the canyon to protect the road bikers. We've seen too many accidents that could be avoided with a little more dedicated space for everyone. **(32.2.9D and 32.9B)**

COMMENT #: 5039
DATE: 8/10/21 9:54 AM
SOURCE: Website
NAME: Jacob Gwilliam

COMMENT:

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

COMMENT #: 5040
DATE: 8/10/21 9:54 AM
SOURCE: Website
NAME: Tausha Dingman

COMMENT:

Gondola for sure....its a no brainer!! **(32.2.9D)**

COMMENT #: 5041
DATE: 8/10/21 9:54 AM
SOURCE: Website
NAME: Taylor Lewis

COMMENT:

It is imperative that we reduce our reliance on vehicles by voicing your support for the gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D, 32.10A, 32.17A, and 32.17B)**

COMMENT #: 5042
DATE: 8/10/21 9:57 AM
SOURCE: Website
NAME: Caroline Eichelberger

COMMENT:

My preferred transportation for little cottonwood is a gondola, with a couple of conditions **(32.2.9D)**. 1. It serves canyon users other than only skiers with on/off opportunities to access popular trailheads or recreation areas. **(32.2.6.3G)** 2. It is affordable for users that are not wealthy, and provide family rates and affordable annual rates for locals who want to hike, climb, snowshoe, etc. I would consider \$10-15 an affordable family rate, for example. **(32.2.4A)**

COMMENT #: 5043
DATE: 8/10/21 9:57 AM
SOURCE: Website
NAME: Rene La Fleur

COMMENT:

First of all I want to say this is a grand idea!! Being from out of state and having to return down hill after a day of skiing is a beat down. Plus the fact a gondola would cure this problem it's also good for the environment!! **(32.2.9D)**

COMMENT #: 5044
DATE: 8/10/21 9:58 AM
SOURCE: Website
NAME: Kevin Brott

COMMENT:

I am a visitor to ALTA/ SNOWBIRD from Knoxville, Tennessee usually for 5 ski days per year, currently using the Ski bus, which for the most part I am happy with. I think the Gondola plan is amazing and well thought out. It sure would be easier than being jostled around on the ski bus around the curves when we occasionally get a lead footed driver.....strained my back last year as the driver took off prior to us being seated. This would also put the 2 resorts in a status like ski resorts in the ALPS which use similar systems to get people around. It would make an already classy set of resorts even classier. I'm all in. Good Idea. Kevin Brott DVM (hope to be a ski bum someday) **(32.2.9D)**

COMMENT #: 5045
DATE: 8/10/21 9:58 AM
SOURCE: Website
NAME: Patrick Canale

COMMENT:

Aesthetically, environmentally, experientially: Go with the gondola **(32.2.9D)**.

COMMENT #: 5046
DATE: 8/10/21 9:59 AM
SOURCE: Website
NAME: Andrew Moran

COMMENT:

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

COMMENT #: 5047
DATE: 8/10/21 9:59 AM
SOURCE: Website
NAME: Tim Nee

COMMENT:

The easiest solution is simple.limit the number of lift tickets sold on a daily basis,the number should be based on profitability for each resort, take a look at deer valley and powder mountain , the resort should stop being greedy!!and stop over crowding their resorts **(32.2.2K)**

COMMENT #: 5048
DATE: 8/10/21 9:59 AM
SOURCE: Website
NAME: Richard Christiansen

COMMENT:

The better option is widening the road (with improved bus service) because it will be useful year-round. Having extra space for cyclists and pedestrians in non-winter months will increase safety and overall canyon usage. **(32.2.9B)**

The gondola option only benefits winter usage.

For this reason, between the two options, I support the road widening option.

COMMENT #: 5049
DATE: 8/10/21 10:00 AM
SOURCE: Website
NAME: Vince Hancock

COMMENT:

I am ENTIRELY supportive of the gondola option. **(32.2.9D)**

COMMENT #: 5050
DATE: 8/10/21 10:00 AM
SOURCE: Website
NAME: Susan Strayer

COMMENT:

I support putting in a gondola. I love Little Cottonwood canyon and a gondola would make access easier for more people. **(32.2.9D)**

COMMENT #: 5051
DATE: 8/10/21 10:01 AM
SOURCE: Website
NAME: Wieslaw Wojtczak

COMMENT:

Canyon and its water shed needs to be protected as pristine as it is, not only for us but future generations. **(32.12A and 32.12B)** People come to see the virgin mountain untainted by civilization. Majestic views attract visitors and athletes. It seems to me the issue with too many visitors is only in the couple of weeks of winter; Christmas holidays, skiing weekends and powder days. **(32.1.4D)** The development of the Canyon would create a permanent scar in the name of addressing rather short-term bottleneck. **(32.17A and 32.17B)**. I am surprised a Gondola made up the top two options. I do not believe widening the canyon road is necessary if electric bases are introduced as well as parking reservations for peak days. **(32.2.9B, 32.2.6.3F, and 32.2.6B)**. In short; Proposed gondola has never been build and damaging the canyon with a monstrous and impractical experimental structure would be a big, permanent and expensive mistake. **(32.17A)** Give the canyon a chance by selecting less intrusive option of the express electric bus. Test this option first before deciding on road widening. **(32.2.9A)** I hope local residents leaving at the mouth of the canyon and in the canyon will be exempt from paying the tall and would be compensated for the damage this development will do to their lifestyles. **(32.2.4A)**

COMMENT #: 5052
DATE: 8/10/21 10:01 AM
SOURCE: Website
NAME: Brian See

COMMENT:

I am in favor of the Gondola. Second form of access, avalanche resistant, less damage to canyon.
(32.2.9D)

COMMENT #: 5053
DATE: 8/10/21 10:01 AM
SOURCE: Website
NAME: Daniel Torres

COMMENT:

To UDOT:

Please reduce our reliance on vehicles and consider the gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9 and 32.10A)** Plus the Gondola option will generate jobs and revenue for the local community.

COMMENT #: 5054
DATE: 8/10/21 10:04 AM
SOURCE: Website
NAME: Erich Roeber

COMMENT:

I do not support the gondola alternative. **(32.2.9E)** I believe the impacts to the scenery resource are not consistent with the management objectives for the national forest and likely are in violation of the forest plan. The visual impact of the towers themselves as well as the continuous movement of the gondola cars will dominate the landscape. **(32.17A)**

COMMENT #: 5055
DATE: 8/10/21 10:05 AM
SOURCE: Website
NAME: Doug Fox

COMMENT:

I am strongly in favor of this initiative and will gladly help pay for it. (32.29D)

COMMENT #: 5056
DATE: 8/10/21 10:05 AM
SOURCE: Website
NAME: Rolly Reel

COMMENT:

As an avid Snowbird/Alta skier for many years my wife and I, who are Seniors, have always taken the Ski Bus up to the resorts and the fee has been very reasonable for us. The Gondola system sounds quite feasible but until I can see some numbers about the cost to skiers to use it I cannot approve its construction. What is the cost per ride to Alta/Snowbird?? **(32.2.9D and 32.2.4A)**

COMMENT #: 5057
DATE: 8/10/21 10:06 AM
SOURCE: Website
NAME: Brandon Riley

COMMENT:

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

COMMENT #: 5058
DATE: 8/10/21 10:07 AM
SOURCE: Website
NAME: Kim Plavan

COMMENT:

I love the ide of the gondola as an alternative to adding busses or widening the road. Less environmental impact and something different. Maybe someday they will expand the gondola over Guardsmens Pass into Heber Valley! **(32.2.9D and 32.2.2N)**

COMMENT #: 5059
DATE: 8/10/21 10:08 AM
SOURCE: Website
NAME: Karl Kraft

COMMENT:

While I like the Gondola, it is not carbon neutral. It may run on electricity, but it takes 10000 BTUs of oil, coal or nuclear power to create one KW-hr of electricity (3412 BTUs), meaning generation of electricity is only 34% efficient, not to mention power losses associated with transmission. **(32.10A)**

COMMENT #: 5060
DATE: 8/10/21 10:09 AM
SOURCE: Website
NAME: Julie Kaufman Angell

COMMENT:

Please DO NOT go the bus route. **(32.2.9C)** The Gomdola is Such a much better option- please reduce our dependence on cars and get people Thinking and using alternate forms of Transport l'm these special And unique places. Protect as much as you can! **(32.2.9D)**

COMMENT #: 5061
DATE: 8/10/21 10:10 AM
SOURCE: Website
NAME: Hans Iverson

COMMENT:

The gondola is best. Don't make the skiers pay for it, higher costs to the skier will harm the fragile ski industry. Alf deserves the very best support from Utah politics.! (32.2.9D, 32.2.4A, and 32.2.7A)

COMMENT #: 5062
DATE: 8/10/21 10:10 AM
SOURCE: Website
NAME: Jared Raymond

COMMENT:

Building a gondola will ultimately help alleviate and reduce traffic congestion through Little Cottonwood Canyon. While the initial area of potential effect will be large, once the project is complete mother nature will move in and take care of the construction areas. Building additional lanes will increase runoff into the stream basins, increase de-icing materials into the water system during the cold weather months, and will not alleviate road closures due to avalanche and snow control. **(32.12A, 32.12B, and 32.7A)** Building a gondola is efficient, cost effective, and useful for the overall long term health, safety, and welfare of Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 5063
DATE: 8/10/21 10:11 AM
SOURCE: Website
NAME: Timothy Hansen

COMMENT:

We need less traffic in the canyon! That's why I support a gondola in little cottonwood canyon (32.2.9D).

COMMENT #: 5064
DATE: 8/10/21 10:14 AM
SOURCE: Website
NAME: Seth Picker

COMMENT:

Put a gondola in and make this safe and easy and environmentally friendly. **(32.2.9D)**

COMMENT #: 5065
DATE: 8/10/21 10:14 AM
SOURCE: Website
NAME: Summer Montgomery

COMMENT:

As a Utah resident and rock climber I strongly oppose both proposed projects. **(32.2.9C and 32.2.9E)**

COMMENT #: 5066
DATE: 8/10/21 10:15 AM
SOURCE: Website
NAME: Pat McCloskey

COMMENT:

Definitely the Cottonwood Gondola. Efficient and environmentally sound decision. **(32.2.9D)**

COMMENT #: 5067
DATE: 8/10/21 10:16 AM
SOURCE: Website
NAME: ANONOMOUS READER

COMMENT:

Why subsize two ski resorts for maybe 15 days a season when the traffic is a problem? **(32.1.4D)**
What about the other 350 days it would sit idle? **(32.2.6.5F)**

COMMENT #: 5068
DATE: 8/10/21 10:17 AM
SOURCE: Website
NAME: Kari Weiss

COMMENT:

This is such a smart and innovative way to enjoy the mountains, keep people safe, and respect and protect our environment. I think this should happen. **(32.29D)**

COMMENT #: 5069
DATE: 8/10/21 10:18 AM
SOURCE: Website
NAME: David Curley

COMMENT:

I am dead against the gondola plan. **(32.2.9E)** I do not want to see the cables or any other of the infrastructure that goes with it. **(32.17A)** I much prefer expanded bus service, allowing for new technologies to come into play in time **(32.2.9A and 32.2.6.3F)**

COMMENT #: 5070
DATE: 8/10/21 10:20 AM
SOURCE: Website
NAME: Sandra Ocegüera

COMMENT:

I'm against further paving. **(32.2.9C)** We need to preserve the natural resources and beauty by finding more innovative options instead of relying on a dying standard.

COMMENT #: 5071
DATE: 8/10/21 10:21 AM
SOURCE: Website
NAME: Justin Morgan

COMMENT:

I am VERY much in support of the Little Cottonwood Canyon gondola. I would like to see the canyon preserved, have alternative entry and exit options and I REALLY do not like seeing buses, traffic and road messes. The Little Cottonwood Canyon gondola would accomplish A LOT to maintain the integrity of the canyon and still support the population growth. **(32.2.9D)**

COMMENT #: 5072
DATE: 8/10/21 10:23 AM
SOURCE: Website
NAME: Matt Manfull

COMMENT:

Build the Gondola. Makes the most sense. Any road based will fail due to congestion, and weather.
(32.2.9D)

COMMENT #: 5073
DATE: 8/10/21 10:23 AM
SOURCE: Website
NAME: Jonah Callister

COMMENT:

The gondola is a horrible idea. **(32.2.9E)** Just another money maker for Snowbird and Alta. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There's no stops along the way for hikers/backcountry skiers. **(32.2.6.3G)** You wanna preserve the canyon? Then don't put in giant lift towers that you'll see the whole way up the canyon, completely ruining the views. **(32.17A)** Who wants to sit on a gondola for 40 min +? What about wind holds? Risk of lightning? Crowds? **(32.2.6.5C and 32.2.6.5K)** There's no bathroom if you're stranded on a wind hold, suspended up in the air. Mechanical issues? Sucks to suck, you're staying up there or at the top of the canyon until it's fixed. Busy weekends and powder days, there would be insanely long lines to get up in the morning, and back down in the evening. Literally not one thing about the gondola sounds positive.

COMMENT #: 5074
DATE: 8/10/21 10:23 AM
SOURCE: Website
NAME: Mark Smeltzer

COMMENT:

As a time share owner in Snowbird I am in favor of the gondola system, the bus system is yesterdays tech and we need to look to the future **(32.2.9D)**

COMMENT #: 5075
DATE: 8/10/21 10:23 AM
SOURCE: Website
NAME: David Hochberg

COMMENT:

Gondola is the best way to secure open access to these two world class ski areas; reduce vehicular accidents, reduce traffic congestion and the pollution that comes from ideling vehicles. Also, it's the best solution to preserve the fragile Little Cottonwood ecosystem. Thank you in advance for getting this **DONE! (32.2.9D and 32.10A)**

COMMENT #: 5076
DATE: 8/10/21 10:24 AM
SOURCE: Website
NAME: Peter Gianacopoulos

COMMENT:

The Gondola option would appeal more to tourists. The state can start recouping their money by charging riders to get to the mountains, which in my opinion would go over better than telling them they have to get on a bus. **(32.2.4A)** Even if the bus option is the cheaper of the two up front, the Gondola would provide longer and potentially all year revenue by giving scenic rides through the summer months. **(32.2.9D and 32.2.7C)**

COMMENT #: 5077
DATE: 8/10/21 10:25 AM
SOURCE: Website
NAME: John Broadbent

COMMENT:

I am writing to express support for the Little Cottonwood Canyon Gondola (the "Gondola").

As we are all aware, climate change is a significant problem and creative solutions will be required to handle it. The Salt Lake City area already experiences some of the worst air pollution in the country. With the growing popularity of the ski areas here (evidenced by the expansion of the Airport and the burgeoning developments in the Park City area), the environmental concerns will only worsen if left unaddressed. **(32.10A)**

The problem, ultimately, is not that we lack solutions to address the problem. Innovations on this front abound. The Gondola represents the best option, given the relevant tradeoffs. It might be more capital-intensive at the outset, but given that the whole purpose of the project is to reduce the environmental impact of recreational activities on the Wasatch, environmental impact should be given special consideration. **(32.1.2B and 32.29G)** Studies have shown that the Gondola will leave less of an environmental impact than the proposed alternative - expanding the road up to Alta/Snowbird. **(32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** It will also provide an alternative route up or down the valley in the event that an avalanche closes the road or the circumstances otherwise require an alternative that is cheaper than a Medivac helicopter. It will also likely be cheaper to maintain and operate, AND more user-friendly - even with the expected expansion of tourism. In short, the Gondola makes the most sense on balance. **(32.2.7C)**

Ultimately, I believe a European-style system of gondolas and connectors will be necessary to realize the enormous potential Utah has in connecting the Wasatch Front with the multitude of ski areas in the Wasatch Back. The proximity of 10+ ski resorts to a relatively large metro area gives the state an enormous opportunity - one that is pretty unique in the world and presents a proverbial gold mine. SLC is a metro area of over a million people, and there is a multitude of ski areas within a 40-mile radius of it. Communities a fraction of SLC's size in Europe have reaped huge benefits from connecting nearby ski areas to each other with chairlifts and gondolas. **(32.1.5B, 32.2.2N and 32.2.2Q)** Some such systems, like Zermatt/Valtournenche, even span national borders. These communities are often tiny in comparison to the populations of places like SLC, Ogden, "Provo, and even Park City. It will not only enhance the visitor experience (stay in downtown SLC, take a gondola up, enjoy lunch in Park City, and come back down at the end of the day - all without a car), but also reduce the environmental impact of cars on the road up the canyons. SLC is already called a "Ski City" - let us realize the full potential of that nickname.

Please seriously consider taking the next steps on the Gondola.

Sincerely,
John Broadbent

COMMENT #: 5078
DATE: 8/10/21 10:26 AM
SOURCE: Website
NAME: Daniel Sherfey

COMMENT:

As an avid public land user and skier I support the measure to install a gondola rather than rebuilding a road to support more bus traffic. The gondola not only would accomplish the means of transporting people up the mountain, but it would also serve as a means of transport when the road is not passable due to any variety of circumstances. This is in addition to making the road no more hazardous to watersheds and animal movement than it already is. **(32.2.9D)**

COMMENT #: 5079
DATE: 8/10/21 10:27 AM
SOURCE: Website
NAME: Howard Yata

COMMENT:

This seems like a wonderful, cleaner, alternative to widening the road up the canyon. I've often heard of traffic problems caused by heavy snow and/or snowslides due to weather. It also provides a safe alternative to driving due to inclement weather. **(32.29D)**

COMMENT #: 5080
DATE: 8/10/21 10:27 AM
SOURCE: Website
NAME: Don Krafft

COMMENT:

This is a fantastic idea! It's good in every way....emissions, traffic jams, avalanche issues in Little Cottonwood, plus a world class view in the gondola. Let's be environmentally friendly as well as beautifully progressive Utah!**(32.2.9D, 32.7C, and 32.10A)**

COMMENT #: 5081
DATE: 8/10/21 10:28 AM
SOURCE: Website
NAME: Wayne Staker

COMMENT:

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

COMMENT #: 5082
DATE: 8/10/21 10:30 AM
SOURCE: Website
NAME: Ethan Frey

COMMENT:

I AM IN FULL SUPPORT OF THE GONDOLA PROPOSAL OVER THE BUS SYSTEM DUE TO ITS MORE SUSTAINABLE CONSTRUCTION AND USE **(32.2.9D)**.

COMMENT #: 5083
DATE: 8/10/21 10:30 AM
SOURCE: Website
NAME: Walter Maull

COMMENT:

Any road construction will greatly disrupt people's ability to work and serve tourists who want to enjoy Utah's great outdoors. The building of a gondola system has been proven at other resorts like Mammoth and Breckenridge. I hope approval is fast tracked making travel up and down the mountain safe and convenient. **(32.2.9D)**

COMMENT #: 5084
DATE: 8/10/21 10:31 AM
SOURCE: Website
NAME: Peg Kramer

COMMENT:

I DO NOT feel that a gondola is the answer. **(32.2.9E)** A gondola will ruin the nature of LCC; it will disturb the wildlife;**(32.13A and 32.17A)** it does not provide flexible options for those wanting to explore areas between the mouth of the canyon and the two proposed stations up canyon. Why do we need to increase capacity at the ski areas? **(32.1.2B)** A toll road, snow sheds, increased bus service, barriers to prevent rock and landslides should be implemented at a fraction of the cost of the gondola (or a new dedicated bus lane.) **(32.2.9A, 32.2.4A, and 32.2.7C)** Additionally, the ski areas should charge for parking to increase motivation for bus use and carpooling. **(32.2.2K)**

COMMENT #: 5085
DATE: 8/10/21 10:33 AM
SOURCE: Website
NAME: Alison Vagen

COMMENT:

The gondola is a must! Sure it's good for the environment, however, the BEST part about it is the experience! Once people get use to the idea of not driving up, they will LOVE it. Not stressing about parking, driving the winding roads, road closures, bad weather conditions, etc. will be fantastic. I want to take this gondola year round. What a fantastic thing to do in the summer; it will become a "something to do" year round here is Utah. Little Cottonwood canyon is gorgeous and I'm looking forward to taking in the views from this gondola. **(32.2.9D)**

COMMENT #: 5086
DATE: 8/10/21 10:34 AM
SOURCE: Website
NAME: Daniel Sprenger

COMMENT:

I'm writing to urge your support of the Gondola B option. As the recent IPCC report warns, society is at a tipping point and we must take significant action to reduce carbon emissions in the next decade if we want to give ourselves the best opportunity to mitigate the worst impacts of climate change. **(32.2.9D and 32.10A)**

The 3S gondola system is carbon neutral and would eliminate thousands of tons of carbon emissions a year in the canyon through reduced vehicle travel. **(32.10A)** Not only is this a win for helping reduce our environmental footprint, but would help to preserve the beauty of Cottonwood Canyon for future generations **(32.2.9D)**.

COMMENT #: 5087
DATE: 8/10/21 10:38 AM
SOURCE: Website
NAME: Kelly Connolly

COMMENT:

Absolutely fantastic idea!!! Definitely support the gondola plan! (32.2.9D)

COMMENT #: 5088
DATE: 8/10/21 10:39 AM
SOURCE: Website
NAME: Jim Cameron

COMMENT:

As a user of Little Cottonwood Canyon since the 1970s in all four seasons, I support the idea of the gondola. It is a long term solution to a problem that has become unmanageable. I also support the vision that it will be paid for by users and businesses with a long term funding plan that benefit from this solution. Let's learn from models in Europe that have created these types of transportation methods for generations. **(32.2.9D)**

COMMENT #: 5089
DATE: 8/10/21 10:40 AM
SOURCE: Website
NAME: Caitlin Grace Mowry

COMMENT:

I think the gondola is the best way to ensure that we take care of the land, and it would be a much better alternative in terms of taking care of the environment than the busses in the long run. **(32.2.9D)**

COMMENT #: 5090
DATE: 8/10/21 10:40 AM
SOURCE: Website
NAME: Sarah Judd

COMMENT:

I believe the gondola system is the way to improve transportation in little cottonwood. Less emissions, and a reliable way to get people out of the canyon when avalanches occur. In the long run it will have less of a negative environmental impact. **(32.2.9D, 32.10A, 32.13A, and 32.17A)**

COMMENT #: 5091
DATE: 8/10/21 10:41 AM
SOURCE: Website
NAME: Glenn Spradlin

COMMENT:

I am in support of the gondola for Little Cottonwood Canyon **(32.2.9D)**.

COMMENT #: 5092
DATE: 8/10/21 10:42 AM
SOURCE: Website
NAME: Dan Eckert

COMMENT:

Build it and I will continue to come. The time is now (32.29D).

COMMENT #: 5093
DATE: 8/10/21 10:42 AM
SOURCE: Website
NAME: Rob MacLeod

COMMENT:

Thanks for all your time and effort in evaluating proposals for improving people movement through Little Cottonwood Canyon. As a long-time skier, I have spent too much time in traffic and would love to see some useful alternatives. I am in favor of the gondola option, assuming it can be constructed and scaled to meet the demand. Buses have not proven very effective in the past and I am not in favor of more road construction, more CO2 emissions, and sticking to old approaches. Road widening just for the winter would be damaging to the landscape and to the summer use, e.g., by cyclists as traffic speeds would increase even if usage overall remains modest in summer. (32.2.9D, 32.10A, 32.9A, and 32.9B))

I am in favor of the gondola plan.

COMMENT #: 5094
DATE: 8/10/21 10:43 AM
SOURCE: Website
NAME: Stacie Mayfield

COMMENT:

I completely support the gondola in Little Cottonwood canyon. It is the only sustainable long term solution and increase the beauty, safety, and accessibility far beyond an expand bus system. Please look to our future and not the short sighted desires of a few. **(32.2.9D)**

COMMENT #: 5095
DATE: 8/10/21 10:43 AM
SOURCE: Website
NAME: George Coleman

COMMENT:

We fully support the gondola option. It is a no brainer on many levels.. Good for economic growth and good for the environment
(32.2.9D)

COMMENT #: 5096
DATE: 8/10/21 10:45 AM
SOURCE: Website
NAME: Shelby Shreve

COMMENT:

I do not support the gondola option. **(32.2.9E)** It is my belief that expanded buses services more people with greater flexibility for year round access to the resorts and other trailheads and areas outside of the resorts. **(32.2.9A, 32.1.2C and 32.2.6.3C)** The gondola is too restrictive and costly for the limited user group is services.

COMMENT #: 5097
DATE: 8/10/21 10:49 AM
SOURCE: Website
NAME: Andrea Guthrie

COMMENT:

I really applaud the team's development of a proposal that can legitimately increase access to the Canyon, while minimizing the environmental impact (e.g., widening road, allowing increasing levels of car/bus traffic), as well as creating a solution that will allow for movement even during road closures due to avalanche danger/control. **(32.29D)**

COMMENT #: 5098
DATE: 8/10/21 10:53 AM
SOURCE: Website
NAME: Penny Hoopiiaina

COMMENT:

The gondola sounds like the best answer for many reasons. Please don't do any further damage to our mountains and beautiful landscape. Keep Utah nature beautiful!!! **(32.2.9D, 32.13A, and 32.17A)**

COMMENT #: 5099
DATE: 8/10/21 10:53 AM
SOURCE: Website
NAME: Chuck Hughes

COMMENT:

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

COMMENT #: 5100
DATE: 8/10/21 10:54 AM
SOURCE: Website
NAME: Bill Peterson

COMMENT:

Yes that is a great idea.. That needs to happen **(32.29D)**

COMMENT #: 5101
DATE: 8/10/21 10:54 AM
SOURCE: Website
NAME: Grayson Taylor

COMMENT:

This gondola idea is a pretty good one I would say. **(32.2.9D)** This canyon is just getting over run with tourists that barely know how to drive in the snow and this would be a great solution. To be honest, I wouldn't use it, but I know other people would. **(32.2.4A)** If you were able to run more busses and promote them more with signs or whatever that would also be great. Most of my buddies don't know the bus exists until they ski with me and I take them on it. So more busses and this gondola thing for tourists would be dope **(32.2.2W)** . Or you could have like 12 helicopters that just go up and down the canyon and drop you off at the top of baldy, that's a idea too.

COMMENT #: 5102
DATE: 8/10/21 10:55 AM
SOURCE: Website
NAME: Joseph Garin

COMMENT:

The little cottonwoods gondala is a great idea! **(32.2.9D)**

COMMENT #: 5103
DATE: 8/10/21 10:58 AM
SOURCE: Website
NAME: Nancy Osborne

COMMENT:

What a forward thinking solution! Fewer cars, fewer accidents! Great solution!(32.29D)

COMMENT #: 5104
DATE: 8/10/21 11:00 AM
SOURCE: Website
NAME: Eric Barney

COMMENT:

I support the proposed little Cottonwood gondola. I have lived in the Salt Lake Valley for 55 years, I have been skiing and recreating in the Wasatch front canyons for 50 years, my kids recreate in the canyons, my grand kids recreate in the canyon, the gondola is by far the best solution I have ever seen to reduce the vehicle traffic in the canyon and still be able to provide reliable access to the canyon in a responsible manor. **(32.2.9D)**

COMMENT #: 5105
DATE: 8/10/21 11:01 AM
SOURCE: Website
NAME: Virginia Huntsman

COMMENT:

Yes, to the gondola! **(32.2.9D)**

COMMENT #: 5106
DATE: 8/10/21 11:02 AM
SOURCE: Website
NAME: M Hen

COMMENT:

I support the gandola! **(32.2.9D)**

COMMENT #: 5107
DATE: 8/10/21 11:04 AM
SOURCE: Website
NAME: Liam McElligott

COMMENT:

I am in support of a gondola option. **(32.2.9D)** Gondolas reduce the need for additional fossil fuel options and provide convenient way for users to access otherwise remote locations. **(32.10A and 32.18A)** They also can be maintained through user fees rather than through ongoing public funds to support roads. **(32.2.7A)** Additional roads likely won't be a good long term solution, since while it would solve an immediate need, the long term need may still arise, but the gondola will support users once they are on site better than dedicated bus lanes or widening lanes ever will.

I support the proposed gondola.

COMMENT #: 5108
DATE: 8/10/21 11:05 AM
SOURCE: Website
NAME: Rex Infanger

COMMENT:

We already have the infrastructure in place to support the added bus routes we can build the roads why start a project with the gondola that will be something we really don't have the people in place to start and maintain **(32.2.9E)**

COMMENT #: 5109
DATE: 8/10/21 11:05 AM
SOURCE: Website
NAME: Molly Sparks

COMMENT:

As a resident of Cottonwood Heights I have spent years riding the bus up Little Cottonwood Canyon. It's a 15 minute ride from the base to Snowbird and has allowed our family to spend countless hours on the slopes skiing. The only complaint that I have ever had about the bus system is the lack of available busses on a powder day. An increase in busses on these days would be a perfect solution to the problem. **(32.2.6.3N)** I'm not sure why anyone would want to sit in traffic to enter a gondola garage, then stand in a gondola line only to then take a 45 minute ride up the canyon **(32.2.4A)**. Not to mention all of the summer hiking that is not accessible from a gondola. Our mountains are majestic and already draw enough visitors without needing a touristy gondola time trap. And while I'm commenting, can I please put in a plug for a biking and walking path on Wasatch? Cottonwood Heights is a very active community and I have seen too many dangerous situations that could be avoided if the runners, walkers, and cyclists had a place to commute and recreate away from high speed traffic. Please remember this community as you are redesigning this area. **(32.2.6.2.2A)** Thanks!

COMMENT #: 5110
DATE: 8/10/21 11:10 AM
SOURCE: Website
NAME: Tugdual LeBohec

COMMENT:

It seems great, less pollution and less frustration on the road for every one and the ride is probably going to be enjoyable. It must be a very expensive project though. I am surprised it is considered but it would be wonderful if it happened. **(32.29D)**

COMMENT #: 5111
DATE: 8/10/21 11:14 AM
SOURCE: Website
NAME: Ryan Kerch

COMMENT:

Against further paving in LCC. **(32.29D)**

COMMENT #: 5112
DATE: 8/10/21 11:15 AM
SOURCE: Website
NAME: Charles H Bowen

COMMENT:

Gondola is the only choice from an environmental and lower impact side! **(32.2.9D)**

COMMENT #: 5113
DATE: 8/10/21 11:16 AM
SOURCE: Website
NAME: Anthony A. Lazzara

COMMENT:

I am a new homeowner in Cottonwood Heights. I believe very strongly that the gondola is the best option for relieving traffic and ensure access to the best skiing in the world for many years to come!
(32.2.9D)

COMMENT #: 5114
DATE: 8/10/21 11:20 AM
SOURCE: Website
NAME: Ali Thackeray

COMMENT:

Please go with the gondola option! Our canyon can't handle any more traffic!! **(32.2.9D)**

COMMENT #: 5115
DATE: 8/10/21 11:24 AM
SOURCE: Website
NAME: Steve Pronovost

COMMENT:

I do NOT support either the gondola or widening of SR 210. **(32.2.9C and 32.2.9E)** Both of the options are guaranteed to increase traffic in a canyon that is already overcrowded. **(32.1.2D, 32.2.4A, and 32.7C)** This traffic will further endanger critical watershed. **(32.12A and 32.12B)** Additionally, I have to question why taxpayer funds are being used to prop up privately owned resorts. If Snowbird and Alta want a gondola, let them pay for it. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5116
DATE: 8/10/21 11:25 AM
SOURCE: Website
NAME: Don Lambson

COMMENT:

Clearly the Gondola will be the less invasive option - and one that will serve mountain lovers year round. Not to mention the obvious eventuality of continuing the line on to Brighton and Park City saving even more road time and further utilizing the initial investment. It is also clear that eventually the system of tunnels, and road widening will also be inarguably imperative. **(32.2.9D, 32.2.2N, and 32.2.2Q)**

COMMENT #: 5117
DATE: 8/10/21 11:28 AM
SOURCE: Website
NAME: Andrew Jorgensen

COMMENT:

Gondola is a useless expensive waste of money for taxpayers and skiers alike. (32.2.9E)

COMMENT #: 5118
DATE: 8/10/21 11:31 AM
SOURCE: Website
NAME: Kevin Watt

COMMENT:

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

COMMENT #: 5119
DATE: 8/10/21 11:32 AM
SOURCE: Website
NAME: Vito Manzella

COMMENT:

I'm all for it providing the fee to ride is not outrageously priced. The traffic will be reduced, it will be much safer and the pollution eliminated. **(32.2.4A, 32.10A, and 32.29D)**

COMMENT #: 5120
DATE: 8/10/21 11:34 AM
SOURCE: Website
NAME: Malcolm Royalty

COMMENT:

I am 100% in support of the Gondola option. Our mountain canyons and communities do not need more bus/car traffic. Please make this Gondola project a reality. **(32.2.9D)**

COMMENT #: 5121
DATE: 8/10/21 11:35 AM
SOURCE: Website
NAME: David Huston

COMMENT:

I support the gondola proposal and do not want to see widening of the road nor buses. This is a common and viable option and widely used throughout Europe. **(32.2.9D and 32.2.9C)**

COMMENT #: 5122
DATE: 8/10/21 11:35 AM
SOURCE: Website
NAME: Fernanda Winthrop

COMMENT:

Gondola. For the environment and the people. Brilliant idea (32.2.9D).

COMMENT #: 5123
DATE: 8/10/21 11:37 AM
SOURCE: Website
NAME: John Chase

COMMENT:

100% in support of adding bus lanes. **(32.2.9B)**. The Gondola will for sure not be able to operate when it is windy / snowy and defeat the whole point of traffic mitigation. **(32.2.6.5K)**. I have heard that the owners of the land at the base of the gondola are also the politicians supporting this, which just seems shady and self serving. **(32.2.2X)** This solution should serve the public and the bus solution is that. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5124
DATE: 8/10/21 11:39 AM
SOURCE: Website
NAME: Nicole Parker

COMMENT:

I support the gondola solution! (32.2.9D)

COMMENT #: 5125
DATE: 8/10/21 11:39 AM
SOURCE: Website
NAME: Genie Smith

COMMENT:

As a life long lover of nature and skiing, I vote for the gondola option to reduce emissions, reduce road expansion, traffic congestion and general health of the planet. **(32.2.9D and 32.10A)**

COMMENT #: 5126
DATE: 8/10/21 11:44 AM
SOURCE: Website
NAME: Nancy Lombardo

COMMENT:

I am completely OPPOSED to the gondola option. **(32.2.9E)** It is ridiculous, inefficient and only serves the ski areas, which are not the only reason people use the canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am in support of buses, and would like to see them stop at popular trailheads along the canyon, in addition to the ski areas, in order to serve all the recreationalists in the Wasatch. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 5127
DATE: 8/10/21 11:44 AM
SOURCE: Website
NAME: R Martire

COMMENT:

The 3S gondola system is carbon neutral. And would eliminate thousands of tons of carbon emissions a year in the canyon through reduced vehicle travel. **(32.10A)** Under the gondola proposal, no road widening in the canyon would be needed. Under the expanded bus service proposal, S.R. 210 would be widened to 4 lanes (2 lanes in each direction) from the mouth of the canyon to the Alta Bypass Road. Snowbird has committed to putting the approximately 1,100 acres originally earmarked for the Mountain Accord land exchange in a permanent land conservation easement. This includes most of Mt. Superior. **(32.29F)**. The gondola provides an additional and safe escape route in the event of road closures due to avalanches. The Doppelmayr 3S system gondola is designed to run in 60 mph sustained winds and 80-90 mph gusts. With the exception of periods of active avalanche control, the gondola can run in nearly every weather condition. The enhanced bus service would not operate during road closures, avalanche control and would be slowed due to snowy or icy conditions. As a UDOT project, a gondola would be a state capital project just like other transportation or road projects. A gondola's operation and maintenance would be paid by users. **(32.2.7C and 32.2.4A)**. The Gondola offers several revenue streams to support its long-term operation, instead of relying on taxpayer dollars alone. **(32.2.7A)** This could include public-private partnerships for things like capital investment, day-to-day management, etc. Alta and Snowbird have offered to pay for all employees and passholders rider fees, as they currently do with bus riders. **(32.2.9D)**

COMMENT #: 5128
DATE: 8/10/21 11:44 AM
SOURCE: Website
NAME: Robert Barlow

COMMENT:

This Gondola proposal is a very good idea and the best proposal I've seen or heard to deal with the current traffic in Little Cottonwood Canyon. The Gondola provides significant and measurable advantages over expanding the roads and adding bus service. The Gondola will help reduce traffic in the canyon, provide a more reliable service and access in nearly all weather conditions and removes several potentially fatigued drivers from the road after a day of skiing/boarding. A reasonable fee-for-use, including monthly or annual passes, would encourage people to use the Gondola instead of driving the canyon. **(32.2.9D and 32.2.4A)** While I enjoy a "Sunday Drive" through our canyons, I am also looking forward to a "flight" through Little Cottonwood Canyon on a future Gondola.

COMMENT #: 5129
DATE: 8/10/21 11:49 AM
SOURCE: Website
NAME: Todd Esplin

COMMENT:

I'm definitely in support of the gondola option as opposed to widening the road only. The gondola offers a unique experience in addition to environmental benefits. **(32.2.9D)**

COMMENT #: 5130
DATE: 8/10/21 11:51 AM
SOURCE: Website
NAME: Amy Unger

COMMENT:

VERY VERY in favor of the Gondola to preserve Cottonwood Canyon. Excellent concept and adaptation for growth **(32.2.9D)**

COMMENT #: 5131
DATE: 8/10/21 11:54 AM
SOURCE: Website
NAME: Teresa Beckwith

COMMENT:

Please support the gondola option for Little Cottonwood Canyon! I've been skiing in that canyon for over 40 years and believe it is the best long term solution to the issue of access. Thanks **(32.2.9D)**

COMMENT #: 5132
DATE: 8/10/21 11:56 AM
SOURCE: Website
NAME: Brenton Sahn

COMMENT:

100% Gondola solution! **(32.2.9D)**

COMMENT #: 5133
DATE: 8/10/21 12:05 PM
SOURCE: Website
NAME: Matt Abens

COMMENT:

This is a really good idea to provide ample options to access the canyon. **(32.29D)**

COMMENT #: 5134
DATE: 8/10/21 12:08 PM
SOURCE: Website
NAME: John Fuller

COMMENT:

I am writing in support of the gondola proposal for Little Cottonwood Canyon. Among the reasons I support the gondola are: lower carbon footprint and high reliability. If you have ever been stuck in the canyon waiting hours for traffic to clear, the thought of a +/- half hour trip to the canyon mouth is very appealing! **(32.10A and 32.2.9D)**

COMMENT #: 5135
DATE: 8/10/21 12:12 PM
SOURCE: Website
NAME: Kenneth Reich

COMMENT:

I prefer no expansion of any canyon road. **(32.2.9C)** If the canyon is too crowded or takes too long, so be it. It keeps the number of people on the mountain down. It's a first-come, first-served proposition. **(32.1.2B)** Also, stop expanding parking lots-- they allow too many people at one time in one place or on one trail. **(32.4P)** Get up earlier or drive further to get outside. Lastly, the gondola is a better option if you insist on getting more people up the canyon and it would keep high concentrations of people in the urban resort areas built for lots of people. **(32.2.9D)**

COMMENT #: 5136
DATE: 8/10/21 12:12 PM
SOURCE: Website
NAME: Sean Munns

COMMENT:

The environmental advantages to the gondola make it a much better choice than expanding the bus system. **(32.2.9D)**

COMMENT #: 5137
DATE: 8/10/21 12:13 PM
SOURCE: Website
NAME: Ken Gardner

COMMENT:

I am not for either of these plans. Just stop letting the resorts expand and then limit the # of cars in the canyon -- No place to park no entry, One out and one is. Stop promoting the resorts now everyone knows who and where they are!!
(32.2.2L , 32.2.2K, and 32.2.4A)

COMMENT #: 5138
DATE: 8/10/21 12:14 PM
SOURCE: Website
NAME: Michael Demerjian

COMMENT:

Hi, I hope you all do the gondola it makes the most sense and practical! cheers to a great season!!
(32.2.9D)

COMMENT #: 5139
DATE: 8/10/21 12:14 PM
SOURCE: Website
NAME: Matthew Seely

COMMENT:

I support a gondola system, continual to rely on fossil fuels and vehicles is just doing what we are doing that isn't working. Aka the definition of insanity. **(32.2.9D and 32.18A)**

COMMENT #: 5140
DATE: 8/10/21 12:16 PM
SOURCE: Website
NAME: Miriam Bell

COMMENT:

Please protect the Little Cottonwood climbing experience by respecting climbers as much as skiers. The proposed changes will severely damage the current climbing routes, conditions, and accessibility in the Little Cottonwood area. There are additional ways to preserve climbing and bouldering while expanding on skiing. **(32.4A, 32.4B, 32.4G, and 32.4P)** The more people that respect the environment and want to preserve it while utilizing and experiencing nature, the better. This proposal falls short on preserving the outdoors experience for current groups. Please reconsider the ramifications on the climbing community. **(32.1.2D, 32.4I, 32.7B, and 32.7C)**

COMMENT #: 5141
DATE: 8/10/21 12:17 PM
SOURCE: Website
NAME: Duncan Van Arsdale

COMMENT:

e-train, please! (32.2.9F and 32.2.3B)

COMMENT #: 5142
DATE: 8/10/21 12:18 PM
SOURCE: Website
NAME: Jeffrey Phillips

COMMENT:

I'm fully in favor of the gondola. Vote yes on the gondola. **(32.2.9D)**

COMMENT #: 5143
DATE: 8/10/21 12:19 PM
SOURCE: Website
NAME: Robert Magara

COMMENT:

I'm opposed to using constructing a gondola or train system in LCC. **(32.2.9E and 32.2.9M)** Skiers will have to wait online for hours before skiing and the gondola is only really beneficial for people staying in LLC. **(32.2.6.5C, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Skiers will have to wait for parking, wait for the gondola or train, and wait for a chairlift to eventually to be able to ski. How long should someone expect to be on the slopes by after all this waiting? **(32.2.6.5C and 32.2.6.5O)** It all adds up to poor canyon user experience that doesn't really address the congestion issue. **(32.7C)** One big hub will create one big backlog moving the traffic from the canyon to the highway and neighborhoods. **(32.2.6.5E and 32.7B)** What's needed are multiple hubs that spread the congestion and an improved schedule to maintain a steady flow of traffic into the canyon. **(32.2.2I)** I'm in favor of an improved bussing system with more hubs and integrating electric busses (like there are currently in Park City). Bus stops should include places along the canyon for non-resort users. **(32.2.6.5C)** Canyon buses should be free for everyone (not just ski pass holders). **(32.2.4A)** The downhill or uphill lane could be used for be uses during peak hours without the need for road improvements. **(32.2.2D)** I'm for stricter regulations on the types of vehicles allowed in the canyon. All vehicles should be required to have snow tires, all wheel drive, 4x4, or chains (that are actually on) regardless of current road conditions (because that can change at any time). Private vehicles should pass an annual (free) inspection to get a pass that would allow them through a gate to enter the canyon. Without strict enforcement of the vehicle pass there will be always be problematic vehicles in violation of the traction laws causing accidents and traffic backups. **(32.2.2M)** Visitors without a valid vehicles pass should be required to take the bus or a private vehicle service that has a valid pass or go through an inspection. The real problem with recent congestion are the inexpensive multi resort shared passes like the Ikon pass that overwhelm the resorts, canyons, and secondary roads with crowds. Prior to Alta and Snowbird adopting the Ikon pass traffic was much less congested. These types of passes should be regulated based on the amount of strain they created on all the public systems that go into supporting the increase in skier participation. **(32.2.2K)** The increase in revenue the resorts receive should trickle down to supporting the local infrastructure and preserving the canyons. **(32.2.4A)** Alterra Mountain Company (Ikon), Vail Resorts (Epic), Alta, and Snowbird should be the parties responsible for paying for improving the commute to their private resorts and the costs should not fall solely the Utah tax payers. **(32.1.2D, 32.2.7A, and 32.7C)**

COMMENT #: 5144
DATE: 8/10/21 12:21 PM
SOURCE: Website
NAME: David Mastroianni

COMMENT:

I support the Gondola option for LCC. Less environmental impact, more flexible than buses. **(32.2.9D)**

COMMENT #: 5145
DATE: 8/10/21 12:21 PM
SOURCE: Email
NAME: Jeff Gishen

COMMENT:

The LCC Draft EIS includes some preliminary plans and options for vehicle tolling in LCC. I am generally supportive of tolls, parking fees, and/or parking reservations as ways of reducing the number of vehicles in LCC. The devil hides in the details, however, and the particular options chosen might result in a tolling system that I would not support. Here are my concerns:

First of all, the preliminary plans for tolling do not describe any effective means for enforcing tolls on rental cars and out-of-state vehicles. It is not clear that cars not paying the toll could even be identified: when traffic in the canyon is at its worst, on a powder day, license plates are covered with snow. If tolls are not enforced on rental cars and out-of-state vehicles, the tolls become a tax on locals so the road can be kept clear for tourists who drive the road for free. **(32.2.4A)**

Secondly, it is certainly important for access to the Cottonwood Canyons to remain affordable for low-income populations. However, people at all income levels need an incentive to car-pool or take public transportation. As a result, I favor free public transportation, rather than free tolls, for low-income populations. **(32.5A)**

Finally, in my opinion, the possibility of placing the tolling gantry close to Snowbird Entry 1 would be a bad choice. In effect, it would charge the toll only for vehicles using the resort parking lots. These same vehicles will probably be paying parking fees, as well, so tolling would then become a redundant complication and expense; you could achieve the same result simply by raising the parking fees. **(32.2.4A)** Moreover, lower canyon trailhead users would not be given an incentive to car-pool or use public transportation, unless the tolling gantry is located close to the base of the canyon. If tolling is to be implemented, the tolling gantry should be located at the base of the canyon. **(32.1.2D and 32.7C)**

Respectfully,

Jeff Gishen

COMMENT #: 5146
DATE: 8/10/21 12:23 PM
SOURCE: Website
NAME: Joe Westphal

COMMENT:

I've been coming to little cottonwood since the 70's to ski and overall it's been one of the great experiences of my life . It appears to me that the gondola solution would be the best way to preserve this treasure for the people of Utah and the guests you welcome from around the world each year.
(32.2.9D)

COMMENT #: 5147
DATE: 8/10/21 12:24 PM
SOURCE: Website
NAME: Ron Schools

COMMENT:

The Gondola Is A Great Solution! Far and away the most environmentally responsible way of getting people on mountain (**32.2.9D and 32.2.9U**)

COMMENT #: 5148
DATE: 8/10/21 12:24 PM
SOURCE: Website
NAME: Angela Walkenhorst

COMMENT:

That's sounds amazing! I hate driving those roads **(32.29D)**

COMMENT #: 5149
DATE: 8/10/21 12:26 PM
SOURCE: Website
NAME: Marlene Wright

COMMENT:

I am in favor of the gondola! (32.2.9D)

COMMENT #: 5150
DATE: 8/10/21 12:33 PM
SOURCE: Website
NAME: James Cleary

COMMENT:

I'm all for the gondola project. **(32.2.9D)**

COMMENT #: 5151
DATE: 8/10/21 12:34 PM
SOURCE: Website
NAME: Dick Dwinell

COMMENT:

I favor the gondola as it appears to have less environmental impact in both construction and operation, will not be as affected by the weather as the bus alternative and haul more people in a shorter period of time. Thank you for the opportunity. **(32.2.9D)**

COMMENT #: 5152
DATE: 8/10/21 12:37 PM
SOURCE: Website
NAME: Bill Jensen

COMMENT:

I live on a lane off from Little Cottonwood (SR 209). Ski traffic on a new powder day clogs the road making it nearly impossible travel East and even difficult to travel West. UDOT has created traffic patterns which already favor travel to and from Wasatch (ST 210) regardless of the season and not just canyon traffic. **(32.7B)**

We moved here nearly 40 years ago to take advantage of the "country" environment and government entities have spent that time eroding the "country" atmosphere to one of increased traffic, traffic attempting to find a faster, and I mean faster, way to the city. Your proposal only seems to increase the traffic in our area and does nothing to improve our situation. **(32.2.9D)**. Your proposals only increases the traffic and congestion from 2300 east on SR 209 to SR 210. The multiple lanes that feed onto SR 209 will only become more difficult and dangerous to enter the roadway. The winding nature of SR 209 already makes for limited visibility up and down the road and leads to a dangerous situation at the current speed limit of 40 mph. That does not begin to mention the increased noise level from the increased traffic and speeders with their speedster mufflers. **(32.7B)**

Your proposal for the Gondola at La Caille also seems to encourage the increased development of commercial enterprises in the mouth of Little Cottonwood Canyon. Like the camel's head, your proposal seems to pave the way for additional commercial development. Before long the mouth of Little Cottonwood will like the mouth of Big Cottonwood. **(32.20H)**

What is your proposal to decrease the level of traffic and the resulting congestion and noise on SR 209 both in winter and summer? How are you going to improve, not degrade, the area leading to the canyon? How are you going to compensate the property owners in that fragile area for loss of property value as a result of improving the profitability of the ski resorts?" **(32.7B)**

COMMENT #: 5153
DATE: 8/10/21 12:39 PM
SOURCE: Website
NAME: Cooper Lee

COMMENT:

Please choose the gondola option - it will have all kinds of benefits for the region **(32.2.9D)**

COMMENT #: 5154
DATE: 8/10/21 12:39 PM
SOURCE: Website
NAME: Chad Thomas

COMMENT:

I support the Gondola option. It works in Europe. It will work here as well **(32.2.9D)**

COMMENT #: 5155
DATE: 8/10/21 12:43 PM
SOURCE: Website
NAME: Joel Foster

COMMENT:

THE BEST way IS THE GONDOLA BUSES TRAINS AND CARS WILL produce MORE Carbon dioxide and KILL MORE of the VEGETATION.. ALOS the gondola will IMPACT The entire CANYON MUCH LESS than any other way ..AND IT IS JUST AS SAFE MAYBE SAFER than a DURN CAR !!
(32.2.9D, 32.10A, 32.13A, and 32.17A)

COMMENT #: 5156
DATE: 8/10/21 12:44 PM
SOURCE: Website
NAME: Chris Templin

COMMENT:

Manage the road better. I have been an employee in LCC for 30 years. I'm in the canyon everyday. I snowy days I allow for more time. This seems like simple knowledge to me. The enforcement of 4x4 and chains is never enforced and needs to be implemented way before the road turns to poop. **(32.2.2M)** As for the essential employee passes they are a joke. I have never used it over all the years they have been in use. Mainly because you can't get to the mouth. Moving traffic in the golden triangle needs to be managed better. **(32.7B)** Either option is silly expensive for the 20 so days a year that the road is a cluster. **(32.1.4D)** Snow sheds are a great idea and have been talked about for years. **(32.2.9K)** Neither option is conducive to meet any employee needs. No early gondola rides say 4:00 which is when a lot of us go to work. No early busses or late busses or gondola rides down. Very few employees are done by 8pm in the public or private service arenas. And no where to park our vehicles for days on end at the gondola station or park and rides. **(32.2.6.3N, 32.2.6.5D, and 32.2.6.5F)** You have the road MANAGE it better!

COMMENT #: 5157
DATE: 8/10/21 12:47 PM
SOURCE: Website
NAME: Peter Wodinsky

COMMENT:

Although more expensive to build, the overall savings in carbon footprint, plus the quiet operation, limited maintenance, year-round usage. and the skier center at the base all look like wn-win for all stake holders. **(32.10A and 32.29D)**

COMMENT #: 5158
DATE: 8/10/21 12:47 PM
SOURCE: Website
NAME: Adam McCormick

COMMENT:

I'm for the gondola to reduce emissions and vehicles. (32.2.9D and 32.10A)

COMMENT #: 5159
DATE: 8/10/21 12:56 PM
SOURCE: Website
NAME: Lori Stetson

COMMENT:

The lesser impact on the canyon is the gondola option. Locals as well as tourists will use this option without the additional roadway improvements needed for buses. **(32.2.9D)** Few want to ride the buses now so more won't improve the experience. **(32.2.4A)** Ski tourists are very different than tourists visiting Zion National Park. Use shuttles for the trailheads and the gondola option for the resorts. It's a win-win for all. Europeans have used these for decades. **(32.2.2B)** This is the best forward thinking idea for the future! **(32.2.9D)**

COMMENT #: 5160
DATE: 8/10/21 1:04 PM
SOURCE: Website
NAME: Diane Soule

COMMENT:

I live on Wasatch Blvd just north of the Park & Ride near the golf course. In winter this parking is overflowing onto the street on both sides and skiers/boarders half to walk a half mile at times to get the bus. I think the Gondola is a great solution and will help decrease air pollution. It will also create a better neighborhood. **(32.2.9D and 32.10A)**

COMMENT #: 5161
DATE: 8/10/21 1:05 PM
SOURCE: Website
NAME: Tracy Burton

COMMENT:

I am all for a long term solution like the Gondola. The canyon doesn't need any more vehicle traffic, that will only add to the problem and long term, reliable solution is needed. I vote for the gondola. **(32.2.9D)**

COMMENT #: 5162
DATE: 8/10/21 1:06 PM
SOURCE: Website
NAME: Mark Cameron

COMMENT:

I wholeheartedly support the idea of a gondola. **(32.2.9D)** It will not only minimize the destruction to the canyon that widening the road would cause, but it would mitigate horrible traffic and pollution. **(32.13A, 32.13B, 32.17A, 32.17B, 32.7C, and 32.10A)** In addition, it would make the trip up the canyon an enjoyable, beautiful experience. Quito, Ecuador has a gondola system as it's metro, and it is easy and convenient, and is a joy to ride.

COMMENT #: 5163
DATE: 8/10/21 1:08 PM
SOURCE: Website
NAME: Scott Wiersdorf

COMMENT:

As a native Utahn, hiker, and skier I love our canyons. I've seen the roads get bigger and bigger since the 70s and am a believer in the idea that expanding roads tends to exacerbate congestion problems over time. **(32.2.4A and 32.7C)**

I support alternative ways of canyon access, including gondolas, if the cost to taxpayers can be justified over the equivalent lifetime of the work (e.g., 50 years). **(32.2.9D, 32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 5164
DATE: 8/10/21 1:12 PM
SOURCE: Website
NAME: Jason Frederick

COMMENT:

The gondola option is the best option in my opinion. We have to reduce traffic and carbon emissions while preserving the canyon. It is the ONLY option. **(32.2.9D and 32.10A)**

COMMENT #: 5165
DATE: 8/10/21 1:13 PM
SOURCE: Website
NAME: Jane Sagerman

COMMENT:

I think this is a fantastic idea, as long as there is enough parking at the base of the gondola. **(32.2.9D and 32.2.6.5J)** We need to look to Europe and Telluride for inspiration on how to get people on the slopes quickly and efficiently without driving cars. Bravo I hope this goes through

COMMENT #: 5166
DATE: 8/10/21 1:18 PM
SOURCE: Website
NAME: Troy Bos

COMMENT:

Gondola all the way. **(32.2.9D)**

COMMENT #: 5167
DATE: 8/10/21 1:18 PM
SOURCE: Website
NAME: George Golka

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5168
DATE: 8/10/21 1:20 PM
SOURCE: Website
NAME: Andrew Lieuwen

COMMENT:

The gondola is clearly the better solution, particularly because it would be carbon 'neutral'! (32.2.9D and 32.10A)

COMMENT #: 5169
DATE: 8/10/21 1:25 PM
SOURCE: Website
NAME: Sonja Blodgett

COMMENT:

I love the idea of a Gondola. I would use it in the summer to go hiking up there. I don't ski, but my son does and it I would feel so much better about him riding up in a gondola than driving himself. He is a teenager. He's been stuck in traffic in that canyon before and it is miserable. YES to the gondola!
(32.2.9D)

COMMENT #: 5170
DATE: 8/10/21 1:26 PM
SOURCE: Website
NAME: Stephen Senesac

COMMENT:

i am from the midwest and try to visit Utah 1 or 2 times during ski season. the traffic delays cost me precious time during my visits when i feel like every minute counts. i am also concerned about the pollution from all of the road traffic and the damage to the spectacular canyon and more broadly the environment in general. i am very much in favor of the gondola solution. **(32.2.9D and 32.10A)**

COMMENT #: 5171
DATE: 8/10/21 1:27 PM
SOURCE: Website
NAME: Annie Hollenbeck

COMMENT:

I wanted to submit my concerns about UDOT's proposed road widening or gondola construction on Little Cottonwood Canyon. This would have devastating consequences on nearby bouldering and climbing routes, and I hope special considerations will be taken to ensure as much preservation of the canyon is maintained as possible. **(32.4A and 32.4B)**

COMMENT #: 5172
DATE: 8/10/21 1:28 PM
SOURCE: Website
NAME: Becky Hadfield

COMMENT:

Please follow the recommendations of Ski Utah and move towards building a gondola to address the traffic issues in Little Cottonwood Canyon. The advantages of zero emissions, no more pavement and remaining in use under bad road conditions and high wind make it the clear choice. **(32.2.9D and 32.10A)**

COMMENT #: 5173
DATE: 8/10/21 1:28 PM
SOURCE: Website
NAME: Su Vogt

COMMENT:

Gondola is the only and best option **(32.2.9D)**.

COMMENT #: 5174
DATE: 8/10/21 1:32 PM
SOURCE: Website
NAME: Su Vogt

COMMENT:

Gondola is the best option. **(32.2.9D)**

COMMENT #: 5175
DATE: 8/10/21 1:38 PM
SOURCE: Website
NAME: Philip Campbell

COMMENT:

As an avid snowboarder - who also holds a BSME and MSE in Alternative Energy Technology - I FULLY support this project. **(32.29D)**

COMMENT #: 5176
DATE: 8/10/21 1:46 PM
SOURCE: Website
NAME: Joe Torreano

COMMENT:

I am writing in opposition of the gondola project in little cottonwood canyon. Please do not build the gondola and look for alternative solutions. **(32.2.9E and 32.2.2PP)**

COMMENT #: 5177
DATE: 8/10/21 1:47 PM
SOURCE: Email
NAME: Tia Stroud-Lewis

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Tia Stroud-Lewis
Draper, UT

COMMENT #: 5178
DATE: 8/10/21 1:48 PM
SOURCE: Website
NAME: Eric Vincent

COMMENT:

As a long term visitor (since 1990) traffic and congestion has become untenable. Please adopt the Gondola vision - it will reduce vehicle traffic (and the associated accidents and pollution) in the canyon. Thank you for your consideration. **(32.2.9D)**

COMMENT #: 5179
DATE: 8/10/21 1:49 PM
SOURCE: Website
NAME: Spencer Warner

COMMENT:

I support gondola option. Not only will it avoid more paving, emissions and drastic permanent changes in the canyon required by the expanded bus proposal, but the gondola will provide a more reliable long-term solution. **(32.2.9D, 32.10A, 32.13A, 32.13B, 32.17A, and 32.17B)**

COMMENT #: 5180
DATE: 8/10/21 1:52 PM
SOURCE: Website
NAME: Andrew Hermanson

COMMENT:

I prefer the gondola due to the more dependable travel times and ease of gondola car expansion or contraction depending on demand. It make no sense to use busses that are impacted so easily by the weather. Can you imagine taking a bus from the bottom of Snowbird to the top to ski down? Gondola is the only way to go. **(32.2.9D)**

COMMENT #: 5181
DATE: 8/10/21 1:52 PM
SOURCE: Email
NAME: Shanlon Vazquez

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Shanlon Vazquez
Taylorsville, UT

COMMENT #: 5182
DATE: 8/10/21 2:04 PM
SOURCE: Website
NAME: David Strobelt

COMMENT:

This is an outstanding idea and I'm behind it 100%(32.29D)

COMMENT #: 5183
DATE: 8/10/21 2:07 PM
SOURCE: Website
NAME: Sean Westover

COMMENT:

I've been an Alta Bird passholder for 25 years and I'm in avid support of the gondola system. We need a world-class transportation system that has as little long-term effects on the environment as possible. This seems to be the best solution of the two. **(32.2.9D)**

COMMENT #: 5184
DATE: 8/10/21 2:12 PM
SOURCE: Website
NAME: Keithen Weber

COMMENT:

Road widening has never been proven to fix traffic problems. **(32.7B and 32.7C)** More lanes do not need to be added. However widening the road a tiny bit to allow better parking, pull offs, etc. enough to not ruin any bouldering areas and other recreation. **(32.4A and 32.4B)**

COMMENT #: 5185
DATE: 8/10/21 2:14 PM
SOURCE: Website
NAME: Heather Doran

COMMENT:

Please PLEASE do not continue with the gondola or anything that will damage the boulders in LCC.
Please do not continue. **(32.2.9E, 32.4A, and 32.4B)**

COMMENT #: 5186
DATE: 8/10/21 2:15 PM
SOURCE: Website
NAME: Brian Engstrom

COMMENT:

The current "consensus" ideas to expand traffic flow in LCC are all drastically more destructive than they need to be. As a tax paying citizen within a 10 minute drive of LCC I can say for myself that seeing these proposals is absolutely devastating. The reason I moved out to Salt Lake City from Texas was for the beauty and grandeur of the mountains of the Wasatch that are right next door. Whether it is hiking/backpacking/climbing/fly fishing/photography/snowboarding or any other activity I have always been captivated by the natural beauty so close to the city. However, these proposals are a direct threat to that. **(32.17A and 32.17B)** Whether its the destruction of road side bouldering or just the threat to the natural serenity and beauty of the mountains all of the choices are a bad bet for people who recreate in the Wasatch. **(32.4A and 32.4B)** Expand bus service options and help find ways to mitigate the avalanche closures and that should be more than enough to quell the immediate need for additional traffic flow. **(32.2.9A and 32.2.9K)** Also, at what point do we just say that Snowbird and Alta already have enough business on the weekends. **(32.20A, 32.20B, 32.20C, and 32.2.2K)** Even in the 3 winters I have been here I have seen how negatively the area has been impacted by the current amount of weekend visitors we get. So as a last plea. Please, do not negatively impact the mountains just to have a tax subsidized gift to privately run companies, especially when they are so unnecessary. As someone with an ikon pass who frequents Snowbird but who also recreates here year-round, I understand the points on all sides, but some things just aren't worth destroying for a few extra bucks. **(32.1.2D, 32.2.7A, and 32.2.9G)**

COMMENT #: 5187
DATE: 8/10/21 2:15 PM
SOURCE: Website
NAME: Mauri Demerjian

COMMENT:

Yes, on the gondola up to SnowBird. It is a fantastic idea. (32.2.9D)

COMMENT #: 5188
DATE: 8/10/21 2:21 PM
SOURCE: Website
NAME: Easton Jackson

COMMENT:

I am strongly in favor of the La Caille to Snowbird/Alta Gondola system. The impact of adding some gondola towers is significantly less than what would be required to widen the entire road for a dedicated bus lane. **(32.2.9D, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)** A widened road still suffers from the avalanche concern as well as ongoing snow removal. **(32.7A)** We are all used to Little Cottonwood being closed for the morning or even all day after a heavy storm. These concerns could be largely obviated with the gondola.

If we get the gondola, please consider an interconnection between Little to Big Cottonwood and Big to Park City. An interlink could greatly decreased traffic in our canyons. **(32.1.5B)**

COMMENT #: 5189
DATE: 8/10/21 2:21 PM
SOURCE: Website
NAME: Katelyn Olsen

COMMENT:

Please do not expand the road!! many people use the lane to enjoy the wonderful nature that we proudly have in utah. DO NOT DO THIS!!!! (32.4A and 32.4P)

COMMENT #: 5190
DATE: 8/10/21 2:22 PM
SOURCE: Website
NAME: Roger Burg

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5191
DATE: 8/10/21 2:25 PM
SOURCE: Email
NAME: Josh Stringham

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Josh Stringham
Slc, UT

COMMENT #: 5192
DATE: 8/10/21 2:33 PM
SOURCE: Website
NAME: Daniel Albertson

COMMENT:

Utah has the opportunity to pave the way regarding preservation of natural places. The traffic problem will continue to worsen as the population of the Wasatch front increases. **(32.1.4D and 32.7C)** A Gondola will provide a solid long term solution for generations of Utah residents and tourists to enjoy. **(32.2.9D)**

COMMENT #: 5193
DATE: 8/10/21 2:38 PM
SOURCE: Website
NAME: Kaleb Burch

COMMENT:

This canyon has amazing world class Boulder problems and climbs it would be a shame to see some of these get destroyed. **(32.4A and 32.4B)**

COMMENT #: 5194
DATE: 8/10/21 2:43 PM
SOURCE: Website
NAME: Lauren Olsen

COMMENT:

Don't distroy all the climbing in little cottonwood. Take a less damaging approach (**32.4A, 32.4B, and 32.2.2PP**)

COMMENT #: 5195
DATE: 8/10/21 2:46 PM
SOURCE: Website
NAME: Jordan Phillips

COMMENT:

The proposed widening in Little Cottonwood canyon would be Detrimental to the local wildlife and climbing enthusiasts. **(32.13B and 32.4A)** one of Utah's world renowned climbing areas would be destroyed when alternative options already exist that wouldn't disrupt a large part of the Utah culture. **(32.2.9A and 32.2.2PP)**

COMMENT #: 5196
DATE: 8/10/21 2:46 PM
SOURCE: Website
NAME: Brent Petersen

COMMENT:

The Gondola is the best long term choice

Let's find a way to do it. **(32.2.9D)**

COMMENT #: 5197
DATE: 8/10/21 2:48 PM
SOURCE: Website
NAME: Butch Protacio

COMMENT:

GO for it. YA BA DA BA DO..... **(32.29D)**

COMMENT #: 5198
DATE: 8/10/21 2:49 PM
SOURCE: Website
NAME: John Lee

COMMENT:

Little Cottonwood bouldering is world famous and many of us living here are very passionate about our sport and protecting it for those that come after us. They are not just rocks. People come from all over the world to try their skill at climbing these boulders. Please find a solution that will allow all of these boulders to remain as they are so that we can continue to climb them for generations to come. **(32.4A, 32.4B, 32.2.9A, and 32.2.2PP)** Thanks.

COMMENT #: 5199
DATE: 8/10/21 3:00 PM
SOURCE: Website
NAME: Jeramy Lund

COMMENT:

I think a gondola would be a great idea. **(32.2.9D)**

COMMENT #: 5200
DATE: 8/10/21 3:03 PM
SOURCE: Website
NAME: Ashlun Henry

COMMENT:

The proposed road widening or gondola will threaten hundreds of bouldering problems in Little Cottonwood Canyon. **(32.4A and 32.4B)** Before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.9A and 32.2.4A)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.9A and 32.2.2PP)**

COMMENT #: 5201
DATE: 8/10/21 3:03 PM
SOURCE: Website
NAME: Sylvia Greer

COMMENT:

Preserve the cottonwood canyon by building a gondola please!!
Mother Earth deserves a break **(32.2.9D)**

COMMENT #: 5202
DATE: 8/10/21 3:09 PM
SOURCE: Website
NAME: Itay Neumann

COMMENT:

I disagree with the concept that the gondola alternative is more reliable than the busses, because during major snow events where the busses would not be able to drive, the resorts would be under interlodge anyhow and there is no added value in getting people in and out of the resorts. **(32.2.6.5H)** Most traffic wouldn't exist during those events as there is no point in getting there, therefore even though it practically adds reliability, it's addition is unnecessary, and the associated cost+visibility don't justify the addition. **(32.17A and 32.2.9E)**

COMMENT #: 5203
DATE: 8/10/21 3:16 PM
SOURCE: Website
NAME: Eric Hyer

COMMENT:

This is awesome! Every time I travel the canyon I wonder about the impact I am having on the environment. It's not too soon to take this step to mitigate the impact we all have on the environment when we drive the canyon to enjoy Utah's greatest snow on earth. **(32.29D)**

COMMENT #: 5204
DATE: 8/10/21 3:20 PM
SOURCE: Website
NAME: Barbara Costello

COMMENT:

I strongly support the gondola project **(32.2.9D)**.

COMMENT #: 5205
DATE: 8/10/21 3:21 PM
SOURCE: Website
NAME: Caleb Cottle

COMMENT:

Please save climbing. Just because more people like to ski doesn't mean that climbing rocks should be destroyed. Utah is known for climbing and it would be a shame if y'all destroyed them **(32.4A and 32.4B)**

COMMENT #: 5206
DATE: 8/10/21 3:22 PM
SOURCE: Website
NAME: Dakota Voliotes

COMMENT:

Stop liberals from moving here instead of destroying and ruining the landscape we all love up little cottonwood. **(32.29D)**

COMMENT #: 5207
DATE: 8/10/21 3:28 PM
SOURCE: Website
NAME: Mathew Francis

COMMENT:

A gondola is visual blight to the environment. And 35min ride plus load unload is too slow. Terrible idea. **(32.2.9E)**

The solution isnt complicated:

Electric buses that hold 20 people forward facing comfortable and dont smell. **(32.2.9A and 32.2.6.3F)**
Lots of them direct delivery to Alta Snowbird, white pine, etc. 15-20 min tops. For those who really want to drive, a \$75 per trip fee will nicely fund a Trust to save the canyon, not this lip service. **(32.2.4A)**

COMMENT #: 5208
DATE: 8/10/21 3:28 PM
SOURCE: Website
NAME: Nathan Halvorsen

COMMENT:

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

COMMENT #: 5209
DATE: 8/10/21 3:35 PM
SOURCE: Website
NAME: Davis Kigin

COMMENT:

Reliability, reducing carbon emissions, and no impact on width of roadway should make the Gondola a shoo-in. And it's badass! **(32.10A and 32.2.9D)**

COMMENT #: 5210
DATE: 8/10/21 3:45 PM
SOURCE: Website
NAME: Laramie Mealy

COMMENT:

I believe that the gondola will be a better option for the area because it will be able to operate in more severe winter weather conditions than a bus. This will definitely be more beneficial during storms and emergencies. Also the road won't need widen and less land will be consumed by the gondola vs an expanded roadway **(32.2.9D, 32.13A, and 32.13B)**

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COMMENT #: 5211
DATE: 8/10/21 3:58 PM
SOURCE: Website
NAME: Brandon Lake

COMMENT:

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

COMMENT #: 5212
DATE: 8/10/21 4:05 PM
SOURCE: Email
NAME: Craig Wallentine

COMMENT:

Dear UDOT:

As a native Utahn who has skied in Little Cottonwood Canyon since the 1960's, I cannot imagine how anyone could propose let alone build a series of Gondola towers up the middle of our iconic U-shaped canyon. **(32.2.9E)**

How many places in the world can you see such a dramatic and unspoiled display of the power of the glaciers? **(32.17A)**

You may recall the Vietnam-era army officer who said that he "had to destroy the village in order to save it".

This is exactly what the Gondola Option does. It will destroy the scenic beauty of our canyon in order to shove a few more customers into the small canyon for a few days in the winter for the benefit of the wealthy special interests who own Snowbird and Alta. **(32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The Gondola option is completely inflexible and will undoubtedly result in long periods of inactivity and wasted investment. **(32.2.6.5A and 32.2.6.5F)**

The Gondola option is an example of engineering worst practices (using the wrong design data, not conducting any real life transportation use testing, confusing elite Swiss resort practice with our Canyon immediately adjacent to one of the largest cities in the Western United States and fixating on a rapidly out of date, high cost and inflexible piece of machinery) that needs to be eliminated from consideration. **(32.2.9E and 32.2.6.5N)**

In conclusion, the Gondola is a far worse option than the Expanded Roadway option but there is an even better way if the Roadway option is modified as follows.

My Recommendation:

1) **DETERMINE ACTUAL CANYON CAPACITY:** UDOT has not conducted a Canyon capacity assessment and should not continue this project without defining exactly how many people can safely use Little Cottonwood Canyon. We live in an era of aridification and the clear priorities for Little Cottonwood Canyon are to maintain a clean water supply, maintain its scenic beauty and optimize recreational use for all users, not just the wealthy owners of Snowbird and Alta. A competent canyon capacity study will likely show that we are already at maximum utilization for the small number of winter weeks of the Canyon so inbound traffic control measures are what is needed, not the desecration of the Canyon for the benefit of the wealthy owners of Snowbird and Alta **(32.2.2K and 32.20B)**.

2) **AVOID WASTEFUL SPENDING:** Assuming that Little Cottonwood Canyon capacity is already at peak usage for a period of a couple of weeks during our ever-shortening winters and that new inbound capacity is not needed for the other 340+ days of the year then the Canyon will be saved from the scarring Gondola system and the taxpayers will save hundreds of millions of dollars (plus the cost of eventually tearing down the towers when the gondola does not work). What the UDOT study should

then focus on is how to establish effective inbound traffic control using modern transportation design tools. **(32.2.2PP, 32.2.2E, 32.1.2B, 32.2.4A, 32.7C, and 32.20E)**

3) IMPLEMENT EASY, COST EFFECTIVE TRAFFIC CONTROL MEASURES APPROACHING LITTLE COTTONWOOD CANYON: The refocused UDOT study should begin with listening to the residents of Cottonwood Heights and others living along the foothill approaches to Little Cottonwood Canyon. There is no reason why their quality of life should be penalized for the benefit of the wealthy owners of Snowbird and Alta. **(32.2.7A, 32.7B, and 32.7C)** The new UDOT design should avoid any massive new parking lots, should focus on enforcing safe neighborhood speed limits (e.g. 35 MPH speed where appropriate), the installation of automatic speed ticket cameras for enforcement, the immediate installation of long overdue smart electronic tolling for Little Cottonwood Canyon (and Big Cottonwood Canyon as well) with variable toll rates and automatic rebates for local residents, incentives for carpools and private small van transport to all points in the canyon (not just Snowbird and Alta), effective traction control at the mouth of the Canyon (via hard inspection) and of course more frequent bus service. All these measures are flexible, easy to install and to test and do not require massive capital investments. With these technologies and transportation processes in place, various ideas can be cheaply and rapidly tested so that new design data can be collected and used for a second phase of Little Cottonwood traffic optimization. Now that is good engineering practice! **(32.1.2B, 32.2.9A, 32.2.4A, 32.2.6.2.2A, 32.2.2S, and 32.2.2M)**

4) OPTIMIZE LITTLE COTTONWOOD CANYON TRANSPORTATION SYSTEM BASED ON REAL DATA AND JOINT TRANSPORT RESEARCH WITH UTA: Using the funds generated from tolls and speeding tickets, an improved Canyon transport design can be developed as private vehicle usage is reduced. **(32.2.9A and 32.2.4A)** The Zion Canyon bus system would be a good model - a box canyon with beautiful natural features that was overrun by private vehicles until a reliable transport circuit was established. A constant rotation of buses with stops at all key trailheads works well in Zion and does not favor one attraction versus another. A similar system would work much better year round in Little Cottonwood Canyon than a Gondola that only serves the wealthy owners of Snowbird and Alta. I would love to be able to do loop hikes and bike rides if I could get on in one location and get off at another reliably. Providing incentives for private transport enterprises (e.g. vans) to offer transportation within the Canyon during periods of low demand to complement bus service would also make sense. Park City is testing hill-climbing bus technology from around the world to join its partially electric fleet and such bus technology is continually improving. Working collaboratively with UTA to continuously upgrade Canyon buses through various iterations (using the old ones in Valley) would be far less expensive than the massive capital projects while the engagement of private transport entrepreneurs will encourage competition (something completely missing in the Gondola proposal). Using a "First Bus = First Tracks" system e.g. prohibiting private skier vehicles from entering the Canyon prior to the first bus service is a cheap and obvious way of encouraging transition to the new system. **(32.2.2B, 32.2.6.3C, 32.2.4A, 32.1.2D, 32.2.6.3F, and 32.2.2S)**

5) SELECTED LOWER COST CAPITAL IMPROVEMENTS ON SR-210:

With a solid transportation circuit operating in the Canyon, the trailheads at Gate Butte, Bridge Trail, Lisa Falls, Tanner Flats and White Pine could be modernized without the need for excessive new parking lots along the Canyon. **(32.2.6.3C)** Selective widening of SR-210 to allow several uphill passing lanes and breakdown lanes would be logical without the cost and expense of widening the entire road. **(32.2.2NN)** Consideration should be given to the fact that we are steadily losing winter days in Utah due to climate change and aridification. **(32.2.2E)** So road conditions will tend towards being wetter which can be managed more easily than snow. For periods of heavy snow, low cost avalanche control ideas such as the Gazex system used by the Colorado Department of Transportation should be installed at key slide areas to prompt avalanches at convenient times for road clearing crews. **(32.2.2TT)** There is nothing wrong with closing the Canyon to do this work safely. **(32.1.2B, 32.7A, and 32.7B)** Giving up a couple of days a year is worth a few hundred million dollars of worthless capital investment in a Gondola. The addition of selected avalanche sheds and possibly some berms would also help reduce

current winter traffic issues especially when designed using the actual traffic design data AFTER private vehicle usage is greatly reduced and the mass transportation circuit is in place **(32.2.9K)**.

Bottom line - please determine the actual Canyon capacity first, do not make any upfront capital investments, rapidly test low cost transportation modes while respecting the safety and quality of life of the residents at the mouth of Little Cottonwood Canyon, increase collaboration with UTA to establish a reliable transportation circuit and THEN work on selected high gain debottlenecking capital road projects. **(32.20B and 32.2.9A)**

Thank you,"

COMMENT #: 5213
DATE: 8/10/21 4:06 PM
SOURCE: Website
NAME: Grant Justis

COMMENT:

I think that the gondola is the best option. It's carbon neutral which is key. It doesn't affect the environment. It's also fun within itself. It's a draw to the canyon which adding more bus lanes is not. My opinion is that the gondola should be built and not the bus lanes. (32.2.9C, 32.2.9D, 32.10A, 32.4B, 32.13A, and 32.17A)

COMMENT #: 5214
DATE: 8/10/21 4:08 PM
SOURCE: Website
NAME: Aspen Johnson

COMMENT:

I am not in agreement of the proposed gondola. **(32.2.9E)** I think that building new infrastructure like this is not in the interest of the Utah public, the land, or the animals of the canyons. **(32.13A)** I think that more buses should be chartered to provide transportation through the canyons and the build of the gondola should be HALTED. **(32.2.9A)**

COMMENT #: 5215
DATE: 8/10/21 4:10 PM
SOURCE: Website
NAME: Jason Lyman

COMMENT:

I would recommend that UDOT select the aerial option because it is more reliable than bus. The gondola would run independently of the road, which is subject to slowdowns when it's snowing, and traffic congestion is more of an issue on snowy days. **(32.2.9D)**

COMMENT #: 5216
DATE: 8/10/21 4:10 PM
SOURCE: Website
NAME: Richard Marriott

COMMENT:

A gondola up little cottonwood canyon is far and away the most sensible solution to a dangerous traffic situation. **(32.2.9D)**

COMMENT #: 5217
DATE: 8/10/21 4:11 PM
SOURCE: Website
NAME: Evan Johnson

COMMENT:

I am concerned that both of the current preferred alternatives (additional bus lane and gondola) have significant issues and a 3rd or 4th alternative should be selected. **(32.2.9C and 32.2.9E)** I am a skier who loves powder, and I ski both Snowbird and Alta on the weekend, and I hate the traffic jam as much as anyone, and I want to solve it. But the two current preferred alternatives do not solve this problem in a satisfactory way. First and foremost, I believe both proposals spend too many public tax dollars to the benefit of a few snow sports enthusiasts and corporations (Snowbird and Alta's parents corps). **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Snowbird and Alta should probably buy their own valley parking areas and run their own buses, frankly. **(32.2.2S)** I know there is the argument that a gondola will generate Utah revenue from additional tourism, but I feel like Utah has plenty of ski tourists already. It's not like we are North Dakota, and have to build some garish side-show to bring in out-of-towners. There are really only a few days a season where the traffic is a problem, and we are proposing spending how many millions of dollars to "fix" these few busy weekends? **(32.1.2B and 32.1.4D)** And this is just one of the 2 canyons? I do believe in the general premise that the problem is too many cars in the canyons, and some kind of public transit system can help on these days, but additional roads lanes or an aerial gondola/tram corridors jammed in to this small, narrow canyon can't be the best answer. Let's just build larger park-n-rides, increase bus service, and force everyone to take the bus with either less in-canyon parking, higher parking fees, or road tolling. **(32.2.9A and 32.2.4A)** Still lots of tax dollars, but not as many as a gondola or road widening. **(32.2.7C)** I do support adding avalanche sheds to improve the safety of the existing road, but not road widening. **(32.2.9K)** Road widening impacts popular climbing boulders, and implies that in addition to buses we should still except and allow the other lane to jammed with private vehicles. **(32.4A, 32.2.4A, and 32.7C)** The gondola also impacts things like climbing boulders (access roads, tower footprints), has a large visual impact, does not help with trailhead parking and congestion (it doesn't run in the summer?), has a really high cost, and you might have to ride a bus to get to the gondola? **(32.17A, 32.4B, 32.2.6.3C, and 32.2.6.5G)** Sounds like more trouble than just riding a bus all the way up! A gondola is a crazy amount of infrastructure to build and spend tax dollars on for a few "powder days" a year. **(32.1.2B and 32.1.4D)** I know they have gondolas like this in Europe, and I think they are fun - but this is not Europe, we are not providing necessary transportation to villagers who have lived in remote mountain hamlets for generations. This is Utah, where the gondola exists solely for the benefit of Snowbird and Alta, and the tourists and skiers who go there. **(32.2.7A)** These hundreds of millions of tax dollars are better off spent on public transit elsewhere in the Valley, that would be used every day, by a wider range of tax payers, to the benefit of the air quality we all breath. Buses work well - I ride the bus from the free parking area every time I ski Jackson Hole. Easy. To summarize: DO build better canyon-base parking infrastructure, Do add tons of buses (eventually electric? **(32.2.6.3F)**), DO restrict resort parking (no roadside parking by the resorts, or tolling?) so people use the buses, DO make the buses free to ride, DO build the avalanche sheds, DON'T widen the road, DON'T build a gondola/tram. Thank you.
(32.2.9K, 32.2.4A, and 32.2.9P)

COMMENT #: 5218
DATE: 8/10/21 4:24 PM
SOURCE: Website
NAME: Benjamin LaRiviere

COMMENT:

I am writing in support of the proposal to enhance the bus service in LCC in the winter. I oppose building a gondola and widening the road. **(32.2.9A, 32.2.9C, and 32.2.9E)**

The Gondola will take over an hour to shuttle passengers to the top (from the park and ride), this is so slow that no one will use it. **(32.2.4A and 32.2.6.5O)** It won't operate when avalanche artillery is in use or when winds are high. **(32.2.6.5H)** The gondola is expensive and will damage the canyon, and will not solve the traffic problem. **(32.7B and 32.7C)**

Widening the road will impact bouldering. Rock climbing in Utah is amazing and should be protected. Why is skiing at resorts more important than climbing? **(32.1.2B, 32.1.2D, 32.2.7A, and 32.4A)**

Expanding the bus service is the best and cheapest solution. Combined with tolling for private vehicles (or maybe even a ban of private vehicles) would ensure that busses can move up the canyon smoothly. **(32.2.9A and 32.2.4A)**

COMMENT #: 5219
DATE: 8/10/21 4:25 PM
SOURCE: Website
NAME: Craig Karr

COMMENT:

I live in Texas, but my wife and I have made 4 trips to Alta every year since 1983. I realize doing nothing is not an answer, and I've read about the gondola proposal for the last year or so. But after seeing the video, I'm convinced this is the only way forward for our precious LCC. Thank you. **(32.2.9D)**

COMMENT #: 5220
DATE: 8/10/21 4:31 PM
SOURCE: Email
NAME: Craig Wallentine

COMMENT:

Dear UDOT:

As a native Utahn who has skied in Little Cottonwood Canyon since the 1960's, the Enhanced Bus Service option in the DEIS is the best identified so far. **(32.2.9A)**

Our family uses Little Cottonwood Canyon regularly in the winter, spring summer and fall.

We use different parts of the Canyon at different times.

We like to walk, hike, run, bike, downhill, cross country and do some backcountry skiing.

The major benefit of the Enhanced Bus Service is that it is not focused solely on access to Alta and Snowbird ski resorts.

The Enhanced Bus Service option is much better for multi-season, multi-sport users of Little Cottonwood Canyon. **(32.1.2D and 32.2.6.3C)**

I am more interested in the summer use of the expanded lane for safe biking as well as the modernized trailheads away from Alta and Snowbird. **(32.9A, 32.2.9B, and 32.2.9O)**

With an expanded lane, it would also allow for more onroad e-biking which is becoming much more popular and water quality will be improved with better trailheads.

One key observation, I do not feel there has been enough real life transportation testing - too many "paper" studies yielding unreliable design data with the result that the transportation options presented will likely collapse under real world conditions.

Please consider the following multi-step process to generate real and accurate transportation data upfront before spending significant amounts of taxpayer money.

My Recommendation:

1) DETERMINE ACTUAL CANYON CAPACITY: UDOT has not conducted a Canyon capacity assessment and should not continue this project without defining exactly how many people can safely use Little Cottonwood Canyon. We live in an era of aridification and the clear priorities for Little Cottonwood Canyon are to maintain a clean water supply, maintain its scenic beauty and optimize recreational use for all users. A competent canyon capacity study will likely show that we are already at maximum utilization for the small number of winter weeks of the Canyon so inbound traffic control measures are what is needed. **(32.20B)**

2) AVOID WASTEFUL UPFRONT SPENDING: Assuming that Little Cottonwood Canyon capacity is already at peak usage for a period of a couple of weeks during our ever-shortening winters and that new inbound capacity is not needed for the other 340+ days of the year then the taxpayers will save hundreds of millions of dollars. What UDOT should then focus on is how to establish effective inbound

traffic control using modern transportation design tools. **(32.2.2PP, 32.2.2E, 32.1.2B, 32.2.4A, 32.7C, and 32.20E)**

3) IMPLEMENT EASY, COST EFFECTIVE TRAFFIC CONTROL MEASURES APPROACHING LITTLE COTTONWOOD CANYON FIRST: The refocused UDOT study should begin with listening to the residents of Cottonwood Heights and others living along the foothill approaches to Little Cottonwood Canyon. **(32.7B)** There is no reason why their quality of life should be penalized for the benefit of the wealthy owners of Snowbird and Alta. **(32.2.7A)** The new UDOT design should avoid any massive new parking lots, should focus on enforcing safe neighborhood speed limits (e.g. 35 MPH speed where appropriate), the installation of automatic speed ticket cameras for enforcement, the immediate installation of long overdue smart electronic tolling for Little Cottonwood Canyon (and Big Cottonwood Canyon as well) with variable toll rates and automatic rebates for local residents, incentives for carpools and private small van transport to all points in the canyon (not just Snowbird and Alta), effective traction control at the mouth of the Canyon (via hard inspection) and of course more frequent bus service. All these measures are flexible, easy to install and to test and do not require massive capital investments. With these technologies and transportation processes in place, various ideas can be cheaply and rapidly tested so that new design data can be collected and used for a second phase of Little Cottonwood traffic optimization. **(32.1.2B, 32.2.9A, 32.2.4A, 32.2.6.2.2A, 32.2.2S, and 32.2.2M).**

4) OPTIMIZE LITTLE COTTONWOOD CANYON TRANSPORTATION SYSTEM BASED ON REAL DATA AND JOINT TRANSPORT RESEARCH WITH UTA: Using the funds generated from tolls and speeding tickets, an improved Canyon transport design can be developed as private vehicle usage is reduced. **(32.2.9A and 32.2.4A)** The Zion Canyon bus system would be a good model - a box canyon with beautiful natural features that was overrun by private vehicles until a reliable transport circuit was established. A constant rotation of buses with stops at all key trailheads works well in Zion and does not favor one attraction versus another. A similar system would work much better year round in Little Cottonwood Canyon - I would love to be able to do loop hikes and bike rides if I could get on in one location and get off at another reliably. Providing incentives for private transport enterprises (e.g. vans) to offer transportation within the Canyon during periods of low demand to complement bus service would also make sense. Park City is testing hill-climbing bus technology from around the world to join its partially electric fleet and such bus technology is continually improving. Working collaboratively with UTA to continuously upgrade Canyon buses through various iterations (using the old ones in Valley) would be far less expensive than the massive capital projects while the engagement of private transport entrepreneurs will encourage competition (something completely missing in the Gondola proposal). Using a "First Bus = First Tracks" system e.g. prohibiting private skier vehicles from entering the Canyon prior to the first bus service is a cheap and obvious way of encouraging transition to the new system. **(32.2.2B, 32.2.6.3C, 32.2.4A, 32.1.2D, 32.2.6.3F, and 32.2.2S).**

5) SELECTED LOWER COST CAPITAL IMPROVEMENTS ON SR-210:

With a solid transportation circuit operating in the Canyon, the trailheads at Gate Buttriss, Bridge Trail, Lisa Falls, Tanner Flats and White Pine could be modernized without the need for excessive new parking lots along the Canyon. **(32.2.6.3C)** Selective widening of SR-210 to allow several uphill passing lanes and breakdown lanes would be logical without the cost and expense of widening the entire road. **(32.2.2NN)** Consideration should be given to the fact that we are steadily losing winter days in Utah due to climate change and aridification. **(32.2.2E)** So road conditions will tend towards being wetter which can be managed more easily than snow. For periods of heavy snow, low cost avalanche control ideas such as the Gazex system used by the Colorado Department of Transportation should be installed at key slide areas to prompt avalanches at convenient times for road clearing crews. **(32.2.2TT)** There is nothing wrong with closing the Canyon to do this work safely. **(32.1.2B, 32.7A, and 32.7B)** Giving up a couple of days a year is worth a few hundred million dollars of worthless capital investment in a Gondola. The addition of selected avalanche sheds and possibly some berms would also help reduce

current winter traffic issues especially when designed using the actual traffic design data AFTER private vehicle usage is greatly reduced and the mass transportation circuit is in place **(32.2.9K)**.

Bottom line - please determine the actual Canyon capacity first, do not make any upfront capital investments, rapidly test low cost transportation modes while respecting the safety and quality of life of the residents at the mouth of Little Cottonwood Canyon, increase collaboration with UTA to establish a reliable transportation circuit and THEN work on selected high gain debottlenecking capital road projects. **(32.20B and 32.2.9A)**

Thank you,

COMMENT #: 5221
DATE: 8/10/21 4:32 PM
SOURCE: Website
NAME: Peter Moersch

COMMENT:

The gondola option not only reduces the carbon footprint but keeps the resorts thriving and safe during times that access is challenged. This would also be the first logical step to a resort connection network unifying the resorts of the canyon and later the resorts on the Park City side of the Wasatch ridge.
(32.2.9D, 32.10A, 32.2.2N)

COMMENT #: 5222
DATE: 8/10/21 4:32 PM
SOURCE: Website
NAME: Colten Stevens

COMMENT:

Please expand the road. I will not pay a toll to drive up the canyon **(32.2.9B and 32.2.4A)**

COMMENT #: 5223
DATE: 8/10/21 4:42 PM
SOURCE: Website
NAME: Jose Olivas

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.2.9D and 32.7B)**

COMMENT #: 5224
DATE: 8/10/21 4:42 PM
SOURCE: Website
NAME: Emily Alfaro

COMMENT:

More buses and a wider road don't solve the problem. **(32.2.9C and 32.7C)** If an accident or avalanche shuts down the canyon, it doesn't matter how many buses or bus lanes you have - everyone has to wait and everyone is stuck in traffic. **(32.2.6.3P and 32.7C)** The gondola is the right choice and my preferred option. **(32.2.9D)**

COMMENT #: 5225
DATE: 8/10/21 4:43 PM
SOURCE: Website
NAME: Roxanna Navarro

COMMENT:

Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows my kids to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 5226
DATE: 8/10/21 4:43 PM
SOURCE: Website
NAME: Misael Sotelo

COMMENT:

Utah's air quality is bad enough. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. Please choose Gondola **(32.2.9D and 32.10A)**

COMMENT #: 5227
DATE: 8/10/21 4:44 PM
SOURCE: Website
NAME: Alex Rascon

COMMENT:

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. **(32.2.9D, 32.10A, 32.12A, and 32.18A)**

COMMENT #: 5228
DATE: 8/10/21 4:45 PM
SOURCE: Website
NAME: Irma Baca

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 5229
DATE: 8/10/21 4:47 PM
SOURCE: Website
NAME: Melody Vielma

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.2.9D and 32.7B)**

COMMENT #: 5230
DATE: 8/10/21 4:47 PM
SOURCE: Website
NAME: Scott Ulmer

COMMENT:

I support the gondola option for little cottonwood canyon. **(32.2.9D)**

COMMENT #: 5231
DATE: 8/10/21 4:52 PM
SOURCE: Website
NAME: Jose Rascon

COMMENT:

Utah's air quality is bad enough. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. Please choose Gondola **(32.2.9D and 32.10A)**

COMMENT #: 5232
DATE: 8/10/21 4:52 PM
SOURCE: Website
NAME: Frank Neumann

COMMENT:

It's a no-brainer. I'm all for it! **(32.29D)**

COMMENT #: 5233
DATE: 8/10/21 4:53 PM
SOURCE: Website
NAME: Cristian Tellez

COMMENT:

I would feel so much safer taking a gondola up the canyon during heavy snow days than sitting in a bus. (32.2.9D)

COMMENT #: 5234
DATE: 8/10/21 4:54 PM
SOURCE: Website
NAME: Adriana Acosta

COMMENT:

Utah's air quality is bad enough. We need a solution that cuts down on carbon emissions and reduces dependence on cars on the road. Please choose Gondola **(32.2.9D and 32.10A)**

COMMENT #: 5235
DATE: 8/10/21 4:55 PM
SOURCE: Website
NAME: Marcos Ayala

COMMENT:

Taking a bus up and down the canyon with a young family is stressful, uncomfortable, and unreliable. A gondola is a much more enjoyable experience and allows my kids to see Utah's beauty from a new perspective. **(32.2.9D)**

COMMENT #: 5236
DATE: 8/10/21 4:55 PM
SOURCE: Website
NAME: Gisselle Avila

COMMENT:

Traffic in the neighborhoods surrounding the entrance of the canyon is unbearable when the canyon is backed up. A gondola will allow locals to commute without hassle. **(32.2.9D and 32.7B)**

COMMENT #: 5237
DATE: 8/10/21 5:00 PM
SOURCE: Website
NAME: Marcus Simon

COMMENT:

I oppose the gondola option. It is an eyesore and will ruin the charm of this canyon. **(32.2.9E and 32.17A)** I would choose one of the other options to improve congestion. Thank you.

COMMENT #: 5238
DATE: 8/10/21 5:01 PM
SOURCE: Website
NAME: Genie Ratcliffe

COMMENT:

Please consider a gondola as the BEST, most forward thinking, and lowering greenhouse gas emissions option for LCC **(32.2.9D and 32.10A)**

COMMENT #: 5239
DATE: 8/10/21 5:04 PM
SOURCE: Website
NAME: Israel Valencia

COMMENT:

A gondola is the most environmentally-friendly option that takes into account air quality, water quality, and energy efficiency. (32.2.9D, 32.10A, 32.12A, and 32.18A)

COMMENT #: 5240
DATE: 8/10/21 5:06 PM
SOURCE: Website
NAME: Brett Snow

COMMENT:

I'm in favor of the gondola option. Reducing the impact on the environment and local habitats is really important to me, as well as conserving the local rock climbing areas in the canyon. **(32.2.9D, 32.13B, and 32.4B)**

COMMENT #: 5241
DATE: 8/10/21 5:07 PM
SOURCE: Website
NAME: Clint Rasmussen

COMMENT:

I support the gondola. We should be moving away from vehicles and buses. Alternative transportation is our best option. **(32.2.9D)**

COMMENT #: 5242
DATE: 8/10/21 5:08 PM
SOURCE: Website
NAME: Ashley Huston

COMMENT:

I support the gondola option. This is a better option for emissions control and preserving the natural beauty of this incredible canyon. **(32.2.9D, 32.10A, and 32.17A)**

COMMENT #: 5243
DATE: 8/10/21 5:12 PM
SOURCE: Website
NAME: Rebecca Rowden

COMMENT:

I am in support of the gondola option in Little Cottonwood canyon. It makes the most sense in many ways and reduces our footprint on that beautiful landscape. **(32.2.9D, 32.13A, and 32.17A)**

COMMENT #: 5244
DATE: 8/10/21 5:41 PM
SOURCE: Website
NAME: Bob Tiwnley

COMMENT:

Please execute in the Gondola option right away! **(32.2.9D)**

COMMENT #: 5245
DATE: 8/10/21 5:41 PM
SOURCE: Website
NAME: Nolan Penning

COMMENT:

Before Covid we use to go to SLC to ski the Canyons. To be able to use public transport all the way to the ski slopes would be a fantastic convenience and money saving, with the bonus of protecting the environment. A bigger road would spoil the beauty of the canyon so must be avoided. **(32.2.9C and 32.17B)**

The alternative would be to put daily traffic (and people number caps) on going up and down the canyon by vehicle. **(32.2.2K, 32.2.2L, and 32.2.4A)** Given how much hotter and drier the valley is becoming in summer with climate change I think the mountains will become a more important summer respite for SLC residents so the gondola will be well used year round. **(32.2.2E and 32.2.9D)**

Thanks for the opportunity to contribute my view,

Nolan Penning,
Perth, Western Australia

COMMENT #: 5246
DATE: 8/10/21 5:51 PM
SOURCE: Website
NAME: William Strough

COMMENT:

Go with the gondola. It is the wisest solution **(32.2.9D)**

COMMENT #: 5247
DATE: 8/10/21 5:52 PM
SOURCE: Website
NAME: J.C. Clifford

COMMENT:

Oh, for crying out loud! What Save the Planet nutcase came up with this [REDACTED]? Don't buy into this [REDACTED]. These people hate the fact that people have the freedom to get themselves up and back from the slopes in their OWN car. They'll ruin the sport for us all!! **(32.1.2B and 32.29D)**

COMMENT #: 5248
DATE: 8/10/21 5:57 PM
SOURCE: Website
NAME: Chris Pratt

COMMENT:

The gondola is a better option than making the road bigger. I see it as a year round tourist attraction as well. People will come just to ride the Gondola. **(32.2.9D and 32.2.9C)**

COMMENT #: 5249
DATE: 8/10/21 5:57 PM
SOURCE: Website
NAME: Robert MacDonald

COMMENT:

The Gondola seems like a much more sustainable solution than widening the roads which will very likely have to be widened again in a few decades. It's been said that widening a road to alleviate traffic is akin to getting a larger belt to lose weight!**(32.2.9D)** The problem doesn't go away and often becomes larger.

COMMENT #: 5250
DATE: 8/10/21 6:12 PM
SOURCE: Website
NAME: Samyak Verma

COMMENT:

I think a tram/gondola system with lots of gondolas to accommodate riders at decent intervals (>1 minute) would be a great idea. **(32.2.9D)** Enhanced parking may be needed to accommodate riders for the gondola system to the ski resorts in Lower Cottonwood Canyon. **(32.2.6.5J)** I don't believe enhanced bus lanes will help, as a lot of traffic issues stem from backed up traffic. **(32.7B and 32.7C)** I don't know why, but I think some people might take the bus lane in individual vehicles to beat the traffic. Just my two cents. **(32.2.6.3B)**

COMMENT #: 5251
DATE: 8/10/21 6:13 PM
SOURCE: Website
NAME: Jackson Reich

COMMENT:

Limit the cars going up the canyon for resort skiing based on number of spaces at resort lots. If people want pow then they should work hard for it and show up early. No extra road or gondolas needed, it's that easy!! (32.1.2B, 32.2.2K, 32.2.4A, 32.2.9C, and 32.2.9E)

COMMENT #: 5252
DATE: 8/10/21 6:20 PM
SOURCE: Website
NAME: Colleen Price

COMMENT:

The Gondola seems to be a much better idea in that it is not restricted by what is happening on the road and would reduce emissions. **(32.2.9D and 32.10A)**

COMMENT #: 5253
DATE: 8/10/21 6:20 PM
SOURCE: Website
NAME: Julie Jackson

COMMENT:

Little Cottonwood Canyon has been a regular part of my life since I was born. I ski, climb, and hike there, but more importantly, there is something about Little Cottonwood that reminds me of who I am and what I am capable of. I'm sad that there are so many of us who want to use it that we can't all fit up there at the same time anymore. Please let's try unobtrusive ways to deal with its popularity before we alter the canyon in any way. **(32.2.2PP)** Altering it means never going back to its natural beauty. **(32.17A and 32.17B)** I'll support a gondola or widening the road after we know that some of these other ideas don't work. I also worry that gondola/road widening will be hard on the mountains, allowing more of us up there than the mountain can handle. **(32.20A, 32.20B, and 32.20C)** I don't want to over run them! I'd rather take my turn than ruin them. Please look at this problem with patience. Also, thanks for all your work to try to resolve it. If you are working on it, that tells me that you care about it too. I'm so glad!

COMMENT #: 5254
DATE: 8/10/21 6:22 PM
SOURCE: Website
NAME: Mitchell Azar

COMMENT:

Amazing idea (32.29D)

COMMENT #: 5255
DATE: 8/10/21 6:37 PM
SOURCE: Website
NAME: Gerard Federico

COMMENT:

Especially in light of the recently released assessment by the world's environmental scientists indicating that our global warming situation is rapidly progressing, I am very much in favor of progressive solutions that will benefit ski community and decrease carbon emissions. It seems that a gondola is a thoughtful and progressive solution as opposed to reverting back to dated forms of mass transit **(32.2.9D and 32.10A)**.

COMMENT #: 5256
DATE: 8/10/21 6:38 PM
SOURCE: Website
NAME: Kirk Wilcox

COMMENT:

I'd love to ride gondola to Alta. 72 years old and it would allow me to keep skiing for at least another decade **(32.2.9D)**

COMMENT #: 5257
DATE: 8/10/21 6:43 PM
SOURCE: Email
NAME: Juniper Cammack

COMMENT:

I have tried to make a comment through your website twice now, but the recaptcha service won't work so it won't let me submit.

Other options need to be considered before making permanent changes. Please try buses and tolling cars with less than 3 people in them before widening the road or adding the gondola. **(32.2.9A and 32.2.4A)**

Respectfully,

COMMENT #: 5258
DATE: 8/10/21 6:55 PM
SOURCE: Website
NAME: Stephen Snell

COMMENT:

climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

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

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

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

COMMENT #: 5259
DATE: 8/10/21 6:57 PM
SOURCE: Website
NAME: Stephen Snell

COMMENT:

climbing experience as well as year-round dispersed recreation access throughout all of Little Cottonwood Canyon. **(32.4A, 32.4B, and 32.4G)**

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

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

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

COMMENT #: 5260
DATE: 8/10/21 7:08 PM
SOURCE: Website
NAME: Jason Cox

COMMENT:

We need new ideas, not an expansion of old or current ideas that aren't working. Canyon pollution continues to be a growing problem. Let's decrease the carbon footprint with the gondola solution **(32.2.9D and 32.10A)**.

Here are some other important points:

No road widening would be necessary and the beautiful canyon environs will remain intact **(32.17A and 32.17B)**

It's more effective during storms and emergency road closures.

The gondola approach more fiscally responsible than the bus option over time **(32.2.7C)**.

COMMENT #: 5261
DATE: 8/10/21 7:12 PM
SOURCE: Website
NAME: Rob Krumwiede

COMMENT:

Please consider the Gondola, they work great. look at Sunshine in Banf, the entire resort is Gondola driven! **(32.2.9D)**

COMMENT #: 5262
DATE: 8/10/21 7:13 PM
SOURCE: Website
NAME: Jay Zoellner

COMMENT:

I believe for safety, environmental protection, and congestion in the little cottonwood canyon, a tram is the best way to go **(32.2.9D)**

COMMENT #: 5263
DATE: 8/10/21 7:19 PM
SOURCE: Website
NAME: Sally Swenson

COMMENT:

I would like to see the gondola in Place going up Little Cottonwood Canyon. I think it's a fabulous idea. I know I would definitely use it as a ski several times a week. **(32.2.9D)**

COMMENT #: 5264
DATE: 8/10/21 7:21 PM
SOURCE: Website
NAME: Bill James

COMMENT:

DOT is coercing taxes to selectively fund monopoly transportation options in direct violation of the clear text of the Utah Constitution:

"Article XII, Section 20 [Free market system as state policy -- Restraint of trade and monopolies prohibited.] It is the policy of the state of Utah that a free market system shall govern trade and commerce in this state to promote the dispersion of economic and political power and the general welfare of all the people. Each contract, combination in the form of trust or otherwise, or conspiracy in restraint of trade or commerce is prohibited. Except as otherwise provided by statute, it is also prohibited for any person to monopolize, attempt to monopolize, or combine or conspire with any other person or persons to monopolize any part of trade or commerce."

JPods LLC would like to compete in free markets based on the 5X5 Standard:

Unless rejected in writing within 30 days of plan submission, privately funded networks 5 times more efficient than roads (125 mpg) shall have non-exclusive with of air space over or tunnel space under public Rights of Way for a fee of 5% of gross transportation revenues. Safety shall be regulated by existing Utah laws for Amusement Rides (UDOT).

Similar: <https://baystatesunway.com/5x5-standard/> (32.2.2MM)

Congressional Study PB-244854, "Automated Guideway Transit" documents the hostility of government transportation monopolies to free-market solutions:

"institutional failures" within DOTs resulted in urban transportation innovation being blocked for "four to six decades except for relatively minor cosmetic changes"

"Compared with many other areas of entrepreneurial endeavor, the environment for innovation in transportation should be favorable. Urban transportation needs are extensive... In retrospect, the new systems efforts have served not to stimulate interest in new technology but to discourage already reluctant local transit operators from considering it."

PB-244854 documents that Personal Rapid Transit, such as the Morgantown PRT is the solution to the hardships of the 1973 Oil Embargo and urban traffic problems. The defects of monopoly it cites are as true day as they were half a century ago when it was published. <https://www.jpods.com/morgantown>

Five metrics of the defects of the current DOT monopoly:

1. Eight US President issued unanswered calls to action to end foreign oil addiction because it is a direct threat to national security. The US is currently importing 1/3rd of our oil consumption. <https://www.jpods.com/8presidents>
2. DOT monopoly mandated oil addiction has continued despite American soldiers trading blood to buy time to end that addiction since 1991.
3. Foreign oil addiction funded terrorist attacks on America.
4. Since The Federal-Aid Highway Act of 1916 began systematically violating the US Constitution to monopolize transportation, 46% of 400+ ton-mpg freight railroads have been replaced by the 25 mpg efficiency of the Model-T (link to 21 Presidential veto messages enforcing the "post Roads" and "No Preference" clauses of the US Constituton, <https://www.postroads.com/vetoes/>),

5. Since Morgantown's PRT opened it has delivered 150 million passenger-miles with 2 minor injuries. In that same period of time DOT road death are about 1.8 million with about 2.4 million serious injuries per year.

My US Patent provides an opportunity for monopoly. However, if UDOT will adopt the 5X5 Standard, I will give low-cost licenses to even direct competitors to privately fund solutions to Utah traffic problems. Patent 6,810,187:

Networks of self-driving cars: 'A method of controlling a transportation System for moving people, freight, and any combination whereof using a distributed network of intelligent devices without requiring the aid of a human driver'

Solar-powered mobility networks: 'The method... providing... Solar and wind power generators integrated into the physical Structure of Said transportation System....'

As a West Point graduate and Infantry veteran, I am clearly aware of the coming nightmare of Oil Famine and am willing to help competitors to mitigate the end of affordable oil. As President Obama noted in 2010: "For decades we have known that the days of cheap and easily accessible oil were numbered...."

"DOT monopolies have done nothing to honor the blood sacrifices of soldiers to accomplish what President Nixon stated as essential in 1974: 'At the end of this decade, in the year 1980, the United States will not be dependent on any other country for the energy we need.'

Link to plan to mitigate Oil Famine: **(32.2.2MM)**

<https://www.postroads.com/30-by-2025/>

COMMENT #: 5265
DATE: 8/10/21 8:25 PM
SOURCE: Website
NAME: Mark Dodd

COMMENT:

No brainer: Do-it !! (32.29D)

COMMENT #: 5266
DATE: 8/10/21 8:43 PM
SOURCE: Website
NAME: John Anderson

COMMENT:

Hello,

I am submitting this comment in support of the gondola proposal for the Cottonwood Canyon. **(32.2.9D)**

As a frequent visitor to Utah during ski season, I have experienced the drive between Salt Lake City and Alta/Snowbird many times. The drive up the canyon is rarely enjoyable and frequently dangerous. Doing construction for years to accommodate buses doesn't seem like a great way to reduce the traffic congestion, and buses could struggle in bad road conditions. **(32.7C)**

Additionally, as a visitor, it's never fun to rent a car for a week simply to make the drive back and forth once and rarely use the vehicle on the interim days while enjoying the slopes.

I believe a gondola will make transit from the airport to the mountains much more accommodating for tourists like myself, and resolve many of the difficulties with traffic congestion going up the canyon. As long as the gondola has sufficient capacity and parking spaces at the SLC end, I think it's far and away the best option for a more efficient transit system. **(32.2.9D)**

Thanks for your consideration,

John Anderson

COMMENT #: 5267
DATE: 8/10/21 8:46 PM
SOURCE: Website
NAME: Jay Roessler

COMMENT:

This is a awesome idea. Make it so!!!! (32.29D)

COMMENT #: 5268
DATE: 8/10/21 8:48 PM
SOURCE: Website
NAME: MaryEllen Johnson

COMMENT:

Please choose the "enhanced bus service w/ roadway widening for peak period for LCC." Also, consider having the ski resorts pay their fair share. And don't just burden us average taxpayers with this enormous cost. Thank you. **(32.2.9B and 32.2.7A)**

COMMENT #: 5269
DATE: 8/10/21 8:56 PM
SOURCE: Website
NAME: Tanner Branch

COMMENT:

I have lived under Little Cottonwood Since I was five. Some of the first boulders I ever did were just off the road where you propose to do the road expansion. The thought of those routes which have been established for as long as I know being destroyed is unacceptable to me, and so many people I know. I don't know the solution to the traffic problem up the Canyon, but I do know that the solution to getting people up the canyon to enjoy their hobbies shouldn't destroy my passion (**32.1.2D, 32.2.7A, 32.4A, and 32.4B**).

COMMENT #: 5270
DATE: 8/10/21 9:04 PM
SOURCE: Website
NAME: Madison Brott

COMMENT:

The gondola option sounds like the best option all around! Would love to see this happen! (32.2.9D)

COMMENT #: 5271
DATE: 8/10/21 9:23 PM
SOURCE: Website
NAME: Michael Louis

COMMENT:

I support the gondola. (32.2.9D)

COMMENT #: 5272
DATE: 8/10/21 9:30 PM
SOURCE: Website
NAME: Christine Miller

COMMENT:

I prefer the enhanced bus service option. My favorite option was unfortunately eliminated which was the No road expansion, enhanced bus service. **(32.2.9A)** I would have chosen to keep all personal vehicles out of the canyon year round and have bus service (like at Zion National Park). **(32.2.2B)** This enables us to improve the watershed, save the most money, protect the most wildlife and keep the most people safe. It is clearly the best choice but unfortunately not one being considered. So second choice for me is the enhanced bus service with extra lane. **(32.2.9B)**

COMMENT #: 5273
DATE: 8/10/21 9:35 PM
SOURCE: Website
NAME: Ben Oveson

COMMENT:

Hello, I strongly suggest that any plan consider the impact to the climbing and bouldering areas along the road and in the canyon. Little cottonwood canyon is a world class bouldering area that should be preserved and seen as a destination equal to the ski resorts. Destroying the bouldering areas to increase the traffic flow to the ski resorts is a very short sighted solution that favors one sport over another. **(32.4A, 32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

I would suggest cheaper and less destructive ways of improving traffic issues, such as buses and tolls be tried first and any plan that impacts the climbing should be studied before a decision is made. **(32.2.9A and 32.2.4A)** Thanks you for considering our thoughts and trying to improve the canyon.

Best,

Ben Oveson

COMMENT #: 5274
DATE: 8/10/21 9:44 PM
SOURCE: Website
NAME: Brad Wilson

COMMENT:

Driving the canyon is a pain and crowded. I would love to see the gondola put in to reduce traffic in the canyon. **(32.2.9D)**

COMMENT #: 5275
DATE: 8/10/21 9:46 PM
SOURCE: Website
NAME: Joe Molinero

COMMENT:

I strongly support the Little Cottonwood Canyon gondola project. **(32.2.9D)**

COMMENT #: 5276
DATE: 8/10/21 9:56 PM
SOURCE: Website
NAME: Koby Curtis

COMMENT:

I am in favor of the gondola option. As a snowboard enthusiast it is hard to see the canyon close due to too much snow. That along with the traffic backup on snow days. The gondola would eliminate these issues while and take cars/buses off the streets. **(32.2.9D)**

COMMENT #: 5277
DATE: 8/10/21 10:02 PM
SOURCE: Website
NAME: Jeff Groth

COMMENT:

It looks like a good plan, would there be multiple gondola's? **(32.2.9D)**

COMMENT #: 5278
DATE: 8/10/21 10:12 PM
SOURCE: Website
NAME: Samira Oveson

COMMENT:

Removing this classic climbing area is a big mistake. Climbing is an important sport and these are world class boulders. Thousands/year flock to Utah and move here solely for outdoor recreation-climbers (a huge community in salt lake being one of them). These are working professionals who add wealth to the local economy-myself included. As it stands SLC is a climbing destination and removing these boulders would make it MUCH less so. **(32.4A, 32.4B, and 32.7D)** There are other ways to mitigate the access to ski resorts -a gondola, bus systems, etc. Please, be prudent in this decision this will be a mistake.

COMMENT #: 5279
DATE: 8/10/21 10:22 PM
SOURCE: Website
NAME: Amy Rigby

COMMENT:

Although the gondola isn't something we've seen for transportation in the US often, it's long term benefits outweigh the other options. Please don't pick a 'bandaid', we need a solution that is both safe and does our very best at lowering carbon emissions and making as little impact as possible on our precious canyon. **(32.2.9D and 32.10A)**

COMMENT #: 5280
DATE: 8/10/21 10:51 PM
SOURCE: Website
NAME: Leslie Ostler

COMMENT:

I support the Little Cottonwood Gondola **(32.2.9D)**

COMMENT #: 5281
DATE: 8/10/21 10:57 PM
SOURCE: Website
NAME: Branko Sevic

COMMENT:

The gondola would make the most sense. It would also be model for other ski areas to follow. Using a smaller foot print to be placed in the canyon with very little emissions. **(32.2.9D, 32.13A, and 32.10A)**

COMMENT #: 5282
DATE: 8/10/21 10:58 PM
SOURCE: Website
NAME: Tracy Woo

COMMENT:

Please don't build this gondola and remove its natural beauty (32.2.9E and 32.17A)

COMMENT #: 5283
DATE: 8/10/21 11:01 PM
SOURCE: Website
NAME: Eli Kerr

COMMENT:

We propose that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded electric bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.2.6.3F, 32.2.9A, and 32.2.4A)** Alternatives that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP)**

COMMENT #: 5284
DATE: 8/10/21 11:51 PM
SOURCE: Website
NAME: Michael Bodhaine

COMMENT:

Please Don't destroy this natural area for road widening and bus routes. One lane canyon roads are enough. **(32.2.9C, 32.13B, and 32.17B)**

COMMENT #: 5285
DATE: 8/11/21 3:59 AM
SOURCE: Website
NAME: Jeffrey Deacon

COMMENT:

We live in New Hampshire and are regular visitors to Utah, primarily for skiing. We are strongly in support of the Gondola B option for improving uphill access to Little Cottonwood Canyon. Gondola solutions like this one have been used successfully in Europe for decades. We must implement sustainable systems like this to protect our environment for generations to come. **(32.2.9D)**

COMMENT #: 5286
DATE: 8/11/21 6:02 AM
SOURCE: Website
NAME: Donald Mackay

COMMENT:

I feel that the bus option with roadway widening and the concrete structures would destroy the canyon. The gondola option allows for minimal physical interruption to the canyon and greatly reduces the carbon footprint. (32.2.9D, 32.13A, 32.13B, 32.17A, 32.17B, and 32.10A)

COMMENT #: 5287
DATE: 8/11/21 6:32 AM
SOURCE: Website
NAME: J Douglas North

COMMENT:

As a homeowner in Sugarplum at Alta, we have experienced every level traffic foul up and congestion imaginable. We fully support the gondola option for LCC. Thank you. **(32.2.9D)**

COMMENT #: 5288
DATE: 8/11/21 6:32 AM
SOURCE: Website
NAME: Chester Lundy

COMMENT:

Forget the carbon emissions, properly known as CO2. It is just a good idea and reduces congestion and real pollution. **(32.10A)**

COMMENT #: 5289
DATE: 8/11/21 7:07 AM
SOURCE: Website
NAME: Cynthia Lazzara

COMMENT:

1 GONDOLA: YES, please!!!! (32.2.9D)

COMMENT #: 5290
DATE: 8/11/21 7:08 AM
SOURCE: Website
NAME: Cynthia Lazzara

COMMENT:

HAPPY TO HAVE A GONDOLA!! Excellent choice **(32.2.9D)**

COMMENT #: 5291
DATE: 8/11/21 7:13 AM
SOURCE: Website
NAME: Colton Vandecar

COMMENT:

Please test public transport options before moving forward in destroying more of the canyon than we already have. **(32.2.2PP)**

COMMENT #: 5292
DATE: 8/11/21 7:41 AM
SOURCE: Website
NAME: George McPhetres

COMMENT:

Please provide information regards who paid for LCC gondola video. Do these parties have any monetary gains if the gondola project goes thru. **(32.2.2X and 32.6C)**

Awaiting your response

Thank you

COMMENT #: 5293
DATE: 8/11/21 7:42 AM
SOURCE: Website
NAME: Kyle Taylor

COMMENT:

I would prefer to see the gondola to protect the environment, the nature of the mountains and to alleviate traffic up little cottonwood canyon. **(32.2.9D)**

COMMENT #: 5294
DATE: 8/11/21 7:48 AM
SOURCE: Website
NAME: Brandon Hunt

COMMENT:

Gondola for sure. Saves on payment, and its a very effective way to get skiers up the mountain. I'd use it all year round **(32.2.9D)**

COMMENT #: 5295
DATE: 8/11/21 7:51 AM
SOURCE: Website
NAME: Kelly Stilling

COMMENT:

The gondola proposal is an excellent idea and will contribute to the preservation of Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 5296
DATE: 8/11/21 7:58 AM
SOURCE: Website
NAME: Jody Woods

COMMENT:

I wholeheartedly support the gondola option for LCC!! (32.2.9D)

COMMENT #: 5297
DATE: 8/11/21 8:10 AM
SOURCE: Website
NAME: Michael Richards

COMMENT:

I'm strongly in favor of a gondola up Little Cottonwood canyon. **(32.2.9D)** I feel it would greatly reduce greenhouse gases because there would be less traffic in the canyon but it would also keep others from traveling from Salt Lake County to other counties when they can't get up the canyon or find parking in the canyon. **(32.10A)** Also, I've travelled Europe and love the alps. As you know they seem to have lifts, gondolas, and trams everywhere. It has not ruled the alps but on the contrary has made them more accessible for the public to enjoy and take care of. Lastly, it would be great for tourism.

Michael Richards
Farr West UT

COMMENT #: 5298
DATE: 8/11/21 8:14 AM
SOURCE: Website
NAME: Travis Hannan

COMMENT:

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

COMMENT #: 5299
DATE: 8/11/21 8:21 AM
SOURCE: Website
NAME: Alicia Stapley

COMMENT:

No Gondola! It will be big and ugly and very expensive. **(32.2.9E, 32.17A, and 32.2.7C)** We do not want this giant structure making our beautiful canyon marked by ugly towers every hundred feet

COMMENT #: 5300
DATE: 8/11/21 8:25 AM
SOURCE: Website
NAME: Tanya Swenson

COMMENT:

Yes!!! Gondola should have been done years ago. (32.2.9D)

COMMENT #: 5301
DATE: 8/11/21 8:32 AM
SOURCE: Website
NAME: Scott Meader

COMMENT:

Appreciate a solution to distinguish traffic problems on the canyon **(32.29D)**

COMMENT #: 5302
DATE: 8/11/21 8:58 AM
SOURCE: Website
NAME: Stefan Nelson

COMMENT:

Introduction of new paving to the canyon feels like a sub-ideal solution to what we're looking for. More robust, green transit options using existing infrastructure up the canyon should get a much stronger look before we widen roads or installing additional infrastructure. **(32.2.9C and 32.2.2PP)** New installations threaten not just the the beautiful trees, but also MANY climbing features that are attractions within the canyon. **(32.17A, 32.17B, 32.4A, and 32.4B)**

COMMENT #: 5303
DATE: 8/11/21 9:37 AM
SOURCE: Website
NAME: Sydney Whitworth

COMMENT:

I'm a new climber. I'm not a pro by any means; I'm just getting into it. But it still means a lot to me. I have a fear of heights. Climbing is how I control that fear and am learning to become stronger by getting over it as I focus on climbing techniques and the puzzles of how to fit which fingers and feet where. It's exhilarating, exciting. Learning to overcome my fears in a healthy way with people who can help me and encourage me is something I really take pride in. It's not easy to control your fears, and I love that I have the opportunity to do that. It's empowering and building me more as a person. I also have classes at the U. I'm still a student. Little Cottonwood Canyon is so close that I can go in between or right after classes. Mental health is something I also struggle with. I'm not as severe as some other cases, but it's still something that has become evident in my behavior. Going to Little Cottonwood and climbing not only helps me as a way to release stress from school, but also as a way to put my mental health at ease. My mental health is crucial for me to learn -- after all, you use your brain! If I don't have clarity, I'm not learning a thing in those classes I work so hard to pay for. With it being so close, it's a great way to release that stress. It would be a shame to have found a way to release stress and clear my mind, just to have it taken away from me so quickly without having to drive another 20 - 30 minutes, which is something I can't do if I have my next class in an hour. I can let you in on a secret: Most people NEED physical activity to keep up on their mental health -- ESPECIALLY college students (and those that would most likely be coming to Little Cottonwood would be those at the U, Westminster, and SLCC.) I cannot have my mental health take another turn. I've found something that helps, and I'm sure it's the same for most other people. Please, for our literal sanity, keep those routes alive. **(32.4A and 32.4B)**

Another thing to consider: Look at all the people that park along the canyon roads. Yeah, some of them are there to hike, and some are there to just enjoy. But I can guarantee that a lot more climbers are there than you think. Little Cottonwood is one of the most well-known places to climb in the Salt Lake Valley. It's hard to find designated climbs that other people have already done so those of us who are starting out can still safely climb. Gear has been left there to help the rest of us out. I'm assuming you don't climb, but I'll tell you that gear isn't cheap -- especially if you only get a one-time use out of it because you leave it for other people. It would be destroying a lot of intentionally-left-behind gear. It would be such a shame, because it was selflessly left there to help the rest of us enjoy the climb that aren't as confident to do it without those yet. **(32.4A, 32.4B, and 32.4P)**

I know skiing and snowboarding are major sports in Utah. I understand that and am not oblivious to that because I also am someone who participates in that. I love it, and I love being able to enjoy the winter when I used to not appreciate it. But climbing is a sport that's really growing here in Utah. If you take a look at those canyon walls and tell me you don't see people climbing them on a daily basis, then I'd say you were driving in the wrong canyon. There are always plenty of people scaling the sides of those mountains, and it doesn't matter the day of the week or the time of day. There will be people there, I promise. I would hate to see the growth of the climbing community hindered just as it started to take off. A lot of people in Utah are looking for ways to get out and be active, and this is one that is really taking off! People want to stay active, and Utah is a beautiful place that lets people do that. It's one of the best things to take pride in about our state! Staying active is easy because there are so many options. If we start destroying one option, the ball is going to keep rolling until Utah is just as ugly as people make it out to be until they actually come here. Let people enjoy it. Let people experience it. Don't take away their options, especially one so close to the hustle of Salt Lake City.

I'm sure there are other solutions to the problem of traffic. Yes, it's inconvenient. Yes, it's unfortunate. But I believe there is a solution that we can find that won't have to damage either sport. I believe the lift is a great idea, but maybe we can start it more at the mouth of the canyon. Ideally, we could keep it to lifts instead of including buses. There can be a parking lot near the mouth -- over by those old

abandoned factories. We can clear that out and put a parking lot for lifts that will take passengers all the way up to the resort. Maybe it's not realistic, but maybe it is. Please, just help us find a different way, because climbing means so much to a lot of people. Climbing is more of a consistent sport in terms of seasons than skiing or snowboarding. It would benefit in the winter, sure. Drastically? Maybe. But expanding those roads would leave a larger hole in the summer than I'm sure you're aware. **(32.2.9D)**

COMMENT #: 5304
DATE: 8/11/21 9:48 AM
SOURCE: Website
NAME: Brenda Hollingsworth

COMMENT:

I believe the gondola is the best way to help our environment and to help with congestion in the canyon.
Sydney Whitworth
(32.2.9D)

COMMENT #: 5305
DATE: 8/11/21 9:53 AM
SOURCE: Website
NAME: Tess Matina

COMMENT:

Snowbird employee here: I do not support building a gondola in Little Cottonwood Canyon. **(32.2.9E)** The project would be years of construction affecting daily traffic and disturbing wildlife. **(32.2.7C and 32.13A)** This also doesn't address at all the fact that traffic is backed up already all the way to where the La Caille station would be. **(32.2.6.5E)** Especially with the fact that you can run a gondola over the top of avalanches, but you can't run it during mitigation. **(32.2.6.5H and 32.2.6.5K)** Everything would come to a standstill in the same way it always has. **(32.7A and 32.7C)** Once you get up to the resort stations, it would change the way we ski the resorts. Station at Entry 4 bottlenecks everyone at Peruvian and the Tram which are often closed in avalanche conditions which the gondola is supposedly meant to help with. **(32.2.6.5H)** Last, I can't stress enough how gross it is that we would scar one of our state's prized canyons with massive, unsightly towers for private gain and to benefit tourists here for only a couple days a year. **(32.1.4D, 32.1.2D, 32.2.7A, 32.7B, 32.7C, and 32.17A)** The recreation so many citizens of the Wasatch Front find in this canyon is very often not at Snowbird or Alta, and the escape into wildness is what draws people to actually live here. It doesn't bother me at all if Snowbird and Alta's profits stop growing. We should be protecting and prioritizing our natural resources, not just seeing how long we can make them last.

COMMENT #: 5306
DATE: 8/11/21 10:06 AM
SOURCE: Website
NAME: Drew Phillips

COMMENT:

I am in favor of the tram proposal. Other solutions seem like temporary fixes that don't add benefits to those visiting the canyon. **(32.2.9D)**

COMMENT #: 5307
DATE: 8/11/21 10:20 AM
SOURCE: Website
NAME: Benjamin Brott

COMMENT:

Please approve the gondola option. It is a more sustainable and environmentally friendly option. Additionally, is not reliant on road clearing operations, which have limited days on the mountain. Furthermore, gondolas are less subject to human error (e.g. aggressive or careless bus drivers).
(32.2.9D)

COMMENT #: 5308
DATE: 8/11/21 10:33 AM
SOURCE: Website
NAME: Reggie Russell

COMMENT:

Please you can not widen the roads. **(32.2.9C)** This is where we get to climb in nature's most beautiful mountains. This is some of the most greatest climbing and if you take it away then where will we get to go? **(32.4A)**

COMMENT #: 5309
DATE: 8/11/21 10:34 AM
SOURCE: Website
NAME: David DiMarzio

COMMENT:

would like to voice my opinion that Im AGAINST any gondola or widening of the highway up Little Cottonwood Canyon. **(32.2.9C and 32.2.9E)** I believe its very short sighted and there are other alternatives available. **(32.2.2PP)** We are all on this earth for a very short time and once you scar the land you can never go back. Thank You

COMMENT #: 5310
DATE: 8/11/21 10:38 AM
SOURCE: Website
NAME: Diana Baumann

COMMENT:

I would vote absolutely NO. This project would be funded by tax payers for the profit of the resorts. Which is absolutely outrageous. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I've skied both resorts all my life until the last few years where lift ticket prices are ridiculous. Where over 80% of the skiers are from out of state. And where will this mall size parking lot be located at the bottom of the canyon for all the riders of this tram. **(32.2.6.5J)** Buses have been a fine mod of transportation for those not wanting to drive the canyon. I vote NO!! On this horrific destruction of our canyon. **(32.2.9G)**

COMMENT #: 5311
DATE: 8/11/21 10:42 AM
SOURCE: Website
NAME: Brian Richards

COMMENT:

The gondola makes the most sense. It's not impacted by snow, or bad roads the way any kind of ground transportation would be. It's efficient, clean and the best option for moving a lot of people quickly and efficiently, and is ultimately the least impactful on the environment. Thank you, Brian
(32.2.9D)

COMMENT #: 5312
DATE: 8/11/21 10:46 AM
SOURCE: Website
NAME: David Ullrich

COMMENT:

I have been skiing at Alta and Snowbird since 1977 and find them to be two of the best ski areas in the world. Because of that, the traffic issue just gets worse and worse. Thinking of climate change and related issues, Little Cottonwood Canyon is in a position to be a leader in carbon emission reductions by proceeding with the Gondola option. It makes ultimate sense. Perhaps some day it can even be like Zermatt, Switzerland, where only trains, here Gondolas, and no cars are allowed. **(32.2.9D and 32.10A)**

COMMENT #: 5313
DATE: 8/11/21 10:57 AM
SOURCE: Website
NAME: Victoria Brunner

COMMENT:

Road expansion or gondola expansion into the little cottonwood canyon should be highly reconsidered if not entirely voided. **(32.2.9C and 32.2.9E)** When I first voted on this proposal I voted for the gondola. Knowing it would improve reliability and safety in the canyon. However now knowing the environmental footprint for this expansion on PUBLIC LANDS I do not approve these changes as they further scar the oasis that the Wasatch boast. **(32.13A and 32.17A)** The gondola or road expansion only improves the resort goers experience and the ability for the resorts to make more money at peak seasons during the ski year. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Resorts are only able to do this because they are leasing public lands. Instead of expanding more access and more crowding into the canyons on weekends in holidays we should conserve the environment by limiting the amount of people the ski resorts can host on those days. **(32.2.2L, 32.2.2K, and 32.2.4A)** This both saves the canyon the environmental footprint and saves other recreation that is at stake for the expansion such as the climbing (bouldering) that exist in the canyon. **(32.4A and 32.4B)** This canyon is after all public lands and should be treated with a sense of conservation not with the sense of capital gain and tourism. These canyons should be enjoyed for generations to come even if that means I cannot ski on peak holidays and weekends at the resort.

COMMENT #: 5314
DATE: 8/11/21 11:13 AM
SOURCE: Website
NAME: Tony Asghari

COMMENT:

Gondola to Alta is best option **(32.2.9D)**

COMMENT #: 5315
DATE: 8/11/21 11:13 AM
SOURCE: Website
NAME: Chuck Stolfa

COMMENT:

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

COMMENT #: 5316
DATE: 8/11/21 11:14 AM
SOURCE: Website
NAME: Andrew Goldstein

COMMENT:

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

COMMENT #: 5317
DATE: 8/11/21 11:14 AM
SOURCE: Website
NAME: Mark Pugsley

COMMENT:

I fully support the gondola alternative. It solves the problems with avalanches and slick roads and will not require the road to be widened. **(32.2.9D)**

COMMENT #: 5318
DATE: 8/11/21 11:15 AM
SOURCE: Website
NAME: Robert Cooper

COMMENT:

Gondola option please. **(32.2.9D)**

COMMENT #: 5319
DATE: 8/11/21 11:15 AM
SOURCE: Website
NAME: Kate Reddy

COMMENT:

The gondola makes sense. A solution is long overdue. **(32.2.9D)**

COMMENT #: 5320
DATE: 8/11/21 11:15 AM
SOURCE: Website
NAME: Michael Metzger

COMMENT:

I am in favor of the Gondola! **(32.2.9D)**

COMMENT #: 5321
DATE: 8/11/21 11:16 AM
SOURCE: Website
NAME: Gina Seibel

COMMENT:

I am in favor of the gondola option for the canyon. It seems to be a better choice when trying to navigate the canyon in bad weather, which is when we all want to get up to the resort. I think it will be very success and a great way to enjoy the beauty of the landscape instead of focusing on driving.
(32.2.9D)

COMMENT #: 5322
DATE: 8/11/21 11:16 AM
SOURCE: Website
NAME: Ryan Warnick

COMMENT:

I really prefer the gondola proposal over buses. Something needs to happen soon. We tried to ski at Alta three times last winter and couldn't get to the mountain. **(32.2.9D)**

COMMENT #: 5323
DATE: 8/11/21 11:18 AM
SOURCE: Website
NAME: Alexander Greene

COMMENT:

Please put in the gondola! Would help with pollution SO much in both SLC and in LCC. Great move environmentally. Alta is the best ski area in the world, let's keep it that way! **(32.2.9D)**

COMMENT #: 5324
DATE: 8/11/21 11:18 AM
SOURCE: Website
NAME: Tyler Carter

COMMENT:

I'm so excited about this! The canyon has been so congested every season. This is a brilliant solution and will be an iconic Utah landmark **(32.29D)**

COMMENT #: 5325
DATE: 8/11/21 11:18 AM
SOURCE: Website
NAME: Nimesh Udani

COMMENT:

I don't live in Utah but this is an awesome idea. I hope to see it come to fruition! Best of luck and would love to visit Alta in the near future! **(32.29D)**

COMMENT #: 5326
DATE: 8/11/21 11:19 AM
SOURCE: Website
NAME: Nicholas Gabel

COMMENT:

I strongly support the gondola alternative to access Little Cottonwood Canyon. The gondola will help to mitigate congestion up the canyon and provides tourists in 2WD rental cars a safe way to access the resorts. In addition to the gondola, the canyon should be restricted to AWD cars with snow tires.
(32.2.9D and 32.2.2M)

COMMENT #: 5327
DATE: 8/11/21 11:20 AM
SOURCE: Website
NAME: Edward Mayer

COMMENT:

Gondola alternative has less environmental impacts and it will WORK. Onward to Great Skiing.
(32.2.9D)

COMMENT #: 5328
DATE: 8/11/21 11:20 AM
SOURCE: Website
NAME: Sean Spencer

COMMENT:

wanna reduce the traffic..limit the amount of people that can ski at those resorts. **(32.2.2K and 32.2.4A)**
The lines this last season were ridiculous..the places are mobbed. Utah skiing is pretty much ruined by good marketing to california and the ikon pass.

COMMENT #: 5329
DATE: 8/11/21 11:20 AM
SOURCE: Website
NAME: Nic Bryson

COMMENT:

Please implement the plan for the Gondola. **(32.2.9D)**

COMMENT #: 5330
DATE: 8/11/21 11:20 AM
SOURCE: Website
NAME: Patricia Sutterfield

COMMENT:

I come out every year and the drive up can be messy, long, crowded and more. Great way to save the environment! **(32.29D)**

COMMENT #: 5331
DATE: 8/11/21 11:21 AM
SOURCE: Website
NAME: Russell Johnson

COMMENT:

Too many people at the resorts already. If these improvements help keep the road open or allow means to get to the resorts regardless of weather or control work, please continue. **(32.1.2B, 32.1.2D, 32.2.7C, and 32.7C)** But if this just pours more people into the canyon, thank you for ruining the whole experience. I will boycott and protest. **(32.20A and 32.20C)**

COMMENT #: 5332
DATE: 8/11/21 11:21 AM
SOURCE: Website
NAME: Andrea McHenry

COMMENT:

The climbing areas in LCC should not be destroyed or restricted due to the creation of a gondola. One form of recreation should not take priority over others just because it brings in more money. **(32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5333
DATE: 8/11/21 11:22 AM
SOURCE: Website
NAME: John Warren

COMMENT:

I strongly support adding more bus service and strongly oppose the gondola. **(32.2.9B and 32.2.9E)** It is a matter of predicting the future and flexibility. With additional bus service and modifications to the schedules, you can adapt to changing conditions fairly easily. I suggest having more, and smaller buses, and routes dedicated to Snowbird and Alta at peak afternoon times. Smaller buses will have quicker turnaround times. And having dedicated routes at the end of the ski day will avoid the big lines, particularly at Snowbird center. **(32.2.6.3K and 32.2.6.3N)** Environmentally, have you pursued the possibility of electric or at least hybrid buses? **(32.2.6.3F)** With the gondola, once it's built, you're stuck with it. You can't add or subtract capacity. You can't really change the schedule. And it looks like it's the same line going to Snowbird and Alta. **(32.2.6.5A)** So, if the gondolas get filled at Alta in the afternoon, Snowbird skiers are out of luck, unless you control the gondolas at Alta. Not a friendly situation.

(32.2.6.5R)

Bottom line: don't think you can predict the future. Plan for the most flexibility.

COMMENT #: 5334
DATE: 8/11/21 11:22 AM
SOURCE: Website
NAME: Louise Benning

COMMENT:

This is a great idea!! I think there should definitely be some alternative forms of transportation in the mean time while the system is being created. **(32.29D)**

COMMENT #: 5335
DATE: 8/11/21 11:22 AM
SOURCE: Website
NAME: Gerald Polk

COMMENT:

I am in favor of this project **(32.29D)**.

COMMENT #: 5336
DATE: 8/11/21 11:22 AM
SOURCE: Website
NAME: Spencer Amundsen

COMMENT:

I've been a long time skier about Snowbird and Alta for more than 20 years. Enjoyment has certainly diminished over time as I spend more and more time in line in the canyon and have a hard time parking. Last year was the worst of this, my kids raised on the Snowbird team and we had to ski every Saturday. It snowed a lot on Fridays and we ended up spending 2+ hours every morning in the car which wore them out. I support any alternative, but between the two I'd prefer gondola. **(32.2.9D)**

One of my principal concerns is that no matter what choice you make it seems like it will take too long. I would encourage you to look at whether either of these two options could be set up to compress the time it takes to get up the canyon"**(32.2.6.5O)**

COMMENT #: 5337
DATE: 8/11/21 11:23 AM
SOURCE: Website
NAME: Cameron Falkenburg

COMMENT:

I think more research into alternate options should be done. I oppose any options that impact other recreation in the canyon. **(32.2.2PP and 32.2.9G)**

COMMENT #: 5338
DATE: 8/11/21 11:23 AM
SOURCE: Website
NAME: Gerald Schmidt

COMMENT:

As a life long Alta and Snowbird skier I would like to vote for the gondola as a mode of transport to the mountains. I have skied Alta since the 1960's and have seen thw worst road traffic in the past few years. I have had to abandon cars in the past and would be happy to skip the drive. It also would be a beautiful ride in all seasons and I am sure would pay for itself. Dr Gerald Schmidt **(32.2.9D)**

COMMENT #: 5339
DATE: 8/11/21 11:24 AM
SOURCE: Website
NAME: Gretchen Piper

COMMENT:

Long term financial and environmental impact call for a gondola solution. Please implement a short term busing solution until the gondola can be fully constructed and operational. **(32.29R and 32.2.9D)**

COMMENT #: 5340
DATE: 8/11/21 11:24 AM
SOURCE: Website
NAME: Bart Johnsen

COMMENT:

I support the gondola alternative. I believe it will be the better alternative in the long run and will work better in inclement weather. Thank you, **(32.2.9D)**

COMMENT #: 5341
DATE: 8/11/21 11:24 AM
SOURCE: Website
NAME: Caleb Cook

COMMENT:

Let's get modern and safe and go with the Tram.
Would like to see the transit time for the Tram reduced. **(32.2.9D)**

COMMENT #: 5342
DATE: 8/11/21 11:24 AM
SOURCE: Website
NAME: Robert Kraft

COMMENT:

I am in favor of the alternative gondola system for Little Cottonwood. I've skied at Alta for 48 years and believe the gondola solution is the best long term solution to alleviate traffic and provide a safer and less polluting alternative. Thanks, Robert Kraft **(32.2.9D)**

COMMENT #: 5343
DATE: 8/11/21 11:24 AM
SOURCE: Website
NAME: Jay Thompson

COMMENT:

if you,ve ever been stuck behind a bus going up L/C canyon the choice is easy ! Gondola !!! **(32.2.9D)**

COMMENT #: 5344
DATE: 8/11/21 11:25 AM
SOURCE: Website
NAME: Wilfried Wiegand

COMMENT:

I think it is a great idea. It is being done in Europe, I am all for it. (32.29D)

COMMENT #: 5345
DATE: 8/11/21 11:25 AM
SOURCE: Website
NAME: Mark Schwartz

COMMENT:

I support the gondola option. More environmentally favorable and it would allow for more uninterrupted access. (32.2.9D)

COMMENT #: 5346
DATE: 8/11/21 11:26 AM
SOURCE: Website
NAME: Patrick Zazzara

COMMENT:

As a long time skier of Alta, I wholeheartedly and enthusiastically support the gondola. Very exciting and the optimal solution to the LCC traffic congestion problem. **(32.2.9D)**

COMMENT #: 5347
DATE: 8/11/21 11:26 AM
SOURCE: Website
NAME: Mitchell Brower

COMMENT:

No gondola please. (32.2.9E)

COMMENT #: 5348
DATE: 8/11/21 11:27 AM
SOURCE: Website
NAME: Paul Mandeltort

COMMENT:

Consider Tunneling:

One alternative to consider is tunneling. In the last few years, the Boring Company is now quoting \$15mm/km for mountain tunneling projects (<https://futurism.com/boring-company-elon-musk-australian-mountain>) which would be competitive in this context and **(32.2.2C)**

Interim Enforcement:

In the interim, expanding enforcement by UPD for traction laws on all snow days and more frequently on non-snow days would go a long way in increasing the safety of the road, reduce congestion from ignorant visitors getting in accidents, and likely would generate enough revenue to staff the enforcement correctly **(32.2.2M)**.

Interim Legislation:

- Heavily Tax the multi-resort season passes (Ikon and Epic) which disproportionately contribute to the area's peak congestion problems while taking value away from salt-lake-city taxpayer users. **(32.29Z and 32.2.7A)**
- Implement maximum number of daily users per pass (e.g. 500 Ikon pass users per day max allowed in the canyon). **(32.2.2K)**
- Charge a mountain road toll, doubles as winter traction enforcement point. Issue exemption permits to residents. **(32.2.4A)**
- Collect and publicly publish daily pass usage data from all the resorts to measure the impact of these out of state corporations monetizing local resources to incentivize restaurant/lodging sales. **(32.2.2K)**

COMMENT #: 5349
DATE: 8/11/21 11:27 AM
SOURCE: Website
NAME: Nathan Stringham

COMMENT:

The gondola is not the right solution. **(32.2.9E)** The greatest asset we have in LCC is the untarnished views down the canyon. We should not destroy this view by installing miles of gondola towers and cables. **(32.17A)** Expanding the road is the less invasive of the two options. I'm also not convinced the gondola will solve the weather related delays in LCC. If it's anything like the tram at snowbird which can often be shut down due to high winds then it seems likely the gondola could encounter similar weather delays. **(32.2.2H and 32.2.2K)** The argument against expanding the roads because of carbon emissions could be easily solved with electric buses or incentives for EV use. **(32.10A and 32.2.6.3F)** There are so many simpler solutions that we could begin enacting today CS spending massive amounts of time and money to plan a gondola. Little Cottonwood canyon is not Park City and we should not try to become them. This is much less expensive and more practical than building a gondola that will simply move the congestion to the wasatch blvd and the la Caile area. **(32.2.6.5E)** This gondola plan seems like an excuse to give a lucrative contract to special interests and I am strongly opposed to it. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5350
DATE: 8/11/21 11:27 AM
SOURCE: Website
NAME: Frank Carrere

COMMENT:

i am strongly in favor of the gondola option. **(32.2.9D)**

Frank C.

COMMENT #: 5351
DATE: 8/11/21 11:28 AM
SOURCE: Website
NAME: Kevin Hirsch

COMMENT:

In reviewing alternatives for Little Cottonwood Canyon, I believe that the gondola solution is the best solution and support this approach. It should provide the least environmental impact and the best access to the top of the canyon. Thank you for your consideration. **(32.13A, 32.17A, and 32.2.9D)**

COMMENT #: 5352
DATE: 8/11/21 11:28 AM
SOURCE: Website
NAME: Rick Wyatt

COMMENT:

Having experienced the "issue" first hand last year during the interlocken period, i would offer another solution.

There is clearly already ample parking up at Snowbird and Alta on "good days". So why not just contact the "boring" company within Tesla and have a tunnel bored up to the resorts through the mountain material? Maybe their cost will offset the cost of a long gondola / tram combined with other right of way costs to secure parking area / garages at the base of little cottonwood canyon. **(32.2.2C)**

COMMENT #: 5353
DATE: 8/11/21 11:28 AM
SOURCE: Website
NAME: Bob Parisi

COMMENT:

FULLY SUPPORT THIS - WOULD BE AWESOME! (32.29D)

COMMENT #: 5354
DATE: 8/11/21 11:29 AM
SOURCE: Website
NAME: Robert Parisi

COMMENT:

BRING IT! PLEASE DO THIS (32.29D)

COMMENT #: 5355
DATE: 8/11/21 11:29 AM
SOURCE: Website
NAME: Tara McGarry

COMMENT:

I'm overwhelmingly opposed to a gondola in LCC. **(32.2.9E)** I do not think it will solve our complex traffic and overcrowding issues, but will make them much worse over time. **(32.7B and 32.7C)** Turning LCC into a tourist attraction is part of the reason we're at the point we are now. Adding infrastructure that serves tourists even more will only exacerbate our problems. **(32.7C)** As a 6-year resident of Salt Lake, an Alta season pass holder, and a homeowner in Cottonwood Heights, I can't imagine myself staying in Utah and continuing to ski at Alta if the gondola is the option chosen, and I know many local residents feel the same way. I could go on about the negative environmental impacts, costs, access issues, and more negative impacts of the gondola, but I don't believe local opinion matters, though we'll be footing the bill. The gondola will make Alta and Snowbird millions at the expense of things we can never regain. We all know that's the wrong choice. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5356
DATE: 8/11/21 11:30 AM
SOURCE: Website
NAME: Peggy Kasson

COMMENT:

I think the Gondola would be a better choice. **(32.2.9D)**

COMMENT #: 5357
DATE: 8/11/21 11:30 AM
SOURCE: Website
NAME: Ken Loeber

COMMENT:

The Gondola would be a unique feature and preserve the beauty of one of our countries natural wonders. **(32.17A)** Providing a lower environmental impact, more weather resiliency and a unique tourist experience seems to be an obvious solution **(32.2.9D)**

COMMENT #: 5358
DATE: 8/11/21 11:31 AM
SOURCE: Website
NAME: Robert McCowan

COMMENT:

I have been a resident of Utah and skied here since 1976. Utah is blessed with some of the finest skiing in the world. As the secret of the best powder continues to reach more and more people, so does the demand. The resorts need to be responsible stewards to the paying public, rather than only bottom line profits. I believe that overcrowding can be a part of this solution by managing the overcrowding at the bottom of the Canyon vs disappointing people when they arrive. Many times you arrive to find no parking or a spot too far from the hill. That pretty much can ruin your day.

I am in favor of the gondola for many reasons. **(32.2.9D)** The green aspect of powering the gondola through solar or wind is appealing. **(32.10A and 32.2.6.5P)** The road conditions negate the bus and overcrowded parking issues. **(32.7C)** The important issue is that there should be no special interests to extort decisions that do not promote the best solution or political bias. In addition the 'conservationists' will need to have solid scientific facts if they oppose the alternatives. None is not an option. Many times 'green folks' will drive to a meeting to protest plans for environmental issues, while driving their 12 mpg suburban to get there. A timetable of 5-6 years is far too long and expensive. Perhaps private enterprise with oversight would be a better tack to take **(32.2.7C)**

COMMENT #: 5359
DATE: 8/11/21 11:31 AM
SOURCE: Website
NAME: Harry Hill

COMMENT:

Gondola, please!! **(32.2.9D)** Buss Route added poor idea!! **(32.2.9C)** Gondola like in Switzerland!!
Harry Hill

COMMENT #: 5360
DATE: 8/11/21 11:32 AM
SOURCE: Website
NAME: Joseph Zazzara

COMMENT:

I have had a home at the Hellgate for 40 years. I keep my car in my garage there. How will this effect my access with my vehicle. **(32.2.4A)**

COMMENT #: 5361
DATE: 8/11/21 11:32 AM
SOURCE: Website
NAME: Chase Shaver

COMMENT:

Gondola is the solution!! **(32.2.9D)**

COMMENT #: 5362
DATE: 8/11/21 11:32 AM
SOURCE: Website
NAME: Dex Mills

COMMENT:

There is dumb and then there is this level of [REDACTED] dumb. Congratulations on meeting my expectations of 'New ways to suck' **(32.29D)**

COMMENT #: 5363
DATE: 8/11/21 11:33 AM
SOURCE: Website
NAME: Billy Mungovan

COMMENT:

Please strongly consider the gondola option. I understand it's expensive but it's the best long-term solution for the environment and nobody would ever spend 10 hours in traffic or overnight in Snowbird's lobby again! **(32.2.9D and 32.2.6.5H)**

COMMENT #: 5364
DATE: 8/11/21 11:33 AM
SOURCE: Website
NAME: Angie Potter

COMMENT:

Since much of the canyon receives heavy snowfall making it dangerous to drive, I would highly recommend the gondola alternative. We love to ski here, but traffic is horrible. Gondola would help so much! **(32.2.9D)**

COMMENT #: 5365
DATE: 8/11/21 11:33 AM
SOURCE: Website
NAME: Daniel Golik

COMMENT:

Build the gondola for consistent mountain experience and safety regardless of weather conditions.
(32.2.9D)

COMMENT #: 5366
DATE: 8/11/21 11:34 AM
SOURCE: Website
NAME: Jeff Faught

COMMENT:

Weighing out the alternatives to improve the traffic situation in little cottonwood canyon, I think the Gondola alternative is the best. **(32.2.9D)**. The bus alternative will not be a good solution when there are avalanches, even with snow shed, and it is debatable how much it will reduce congestion. **(32.7A and 32.7C)** Unless all the buses are electric, they continue being unfriendly to the air. **(32.2.6.3F and 32.10A)**

COMMENT #: 5367
DATE: 8/11/21 11:34 AM
SOURCE: Website
NAME: Lauren Swanson

COMMENT:

Hello,

I believe the Gondola Alternative will have a greater impact on improving transportation through the canyon. **(32.2.9D)** Since these projects will take some time to implement and construct, it will also be nice to have some interim solutions. **(32.29R)**

Thank you for all of your efforts in trying to find a good solution to canyon traffic.

COMMENT #: 5368
DATE: 8/11/21 11:34 AM
SOURCE: Website
NAME: C. William Merten

COMMENT:

I am strongly in favor of no action. Alta is currently overcrowded and the proposed solutions do nothing to alleviate this situation. Travel time is one way to restrict LCC access. **(32.2.9G)**

COMMENT #: 5369
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Kathryn Reichartinger

COMMENT:

Gondola. Best for the environment. **(32.2.9D)**

COMMENT #: 5370
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Jim Osteen

COMMENT:

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

COMMENT #: 5371
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: John Curtis

COMMENT:

I STRONGLY OPPOSE THE GONDOLA (32.2.9E) Towers, some of which are 230 feet tall will destroy the aesthetics of one of the most beautiful canyons in the world. (32.17A) And funded by taxpayers to pad the pockets of the ski resorts? This is ridiculous. (32.1.2D, 32.2.7A, 32.7B, and 32.7C) Simply limit the number of cars on certain days. (32.2.2L, 32.2.2K, and 32.2.4A) The enhanced bus option is a good compromise. (32.2.9A) This is silly.

COMMENT #: 5372
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Robert Newsom

COMMENT:

UTA ski buses during peak hours need to operate non stop between Alta and UTA parking lot.
(32.2.6.3N)

COMMENT #: 5373
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Jacob Child

COMMENT:

Please consider the Gondola option. It is the best choice for the environment, tourism, and would be just plane fun. **(32.2.9D)**

My family has been skiing Alta for many many years and we (and many of our friends) feel strongly about this.

Thank you!

COMMENT #: 5374
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Samantha Gustafson

COMMENT:

I prefer the gondola system - it would mitigate weather delays that would not be solved with expanded bus service! **(32.2.9D)**

COMMENT #: 5375
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Eric Burmester

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5376
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Justin Bracken

COMMENT:

The gondola option is clearly the superior choice to mitigate traffic within the canyon. **(32.2.9D)**
It will reduce pollution, and eliminate reliance on a clear road surface to transport people up and down the canyon. Travel to and from the back of the canyon in the winter is currently dependent upon drivers following the traction laws and competently operating their vehicles. The evidence is clear from past years that drivers do not adhere to these notions. **(32.2.2M)** While a bus lane would help, it requires road expansion that will further alter the canyon floor and continued dependence on fossil fuels. **(32.18A)** The gondola option is the right choice for a more sustainable future and efficiency of moving people up and down the canyon. **(32.2.9D)**

COMMENT #: 5377
DATE: 8/11/21 11:35 AM
SOURCE: Website
NAME: Clay Shubin

COMMENT:

This would be absolutely WONDERFUL. Looking forward to updates. (32.29D)

COMMENT #: 5378
DATE: 8/11/21 11:36 AM
SOURCE: Website
NAME: Daniel Bradford

COMMENT:

I am for the gondola. It's a more effective long-term solution with less destructive impact on the environment. **(32.2.9D, 32.13A, and 32.17A)**

COMMENT #: 5379
DATE: 8/11/21 11:36 AM
SOURCE: Website
NAME: Sarah McMath

COMMENT:

We need to limit vehicles and pass capacity in the canyon. **(32.2.2L, 32.2.2K, and 32.2.4A)** Gondola is not practical due to it will take decades to actually happen. This is not an immediate solution. **(32.2.7C)**

We have yet to increase bus rider ship because people can still drive up the canyon without any repercussions. **(32.2.4A)**

COMMENT #: 5380
DATE: 8/11/21 11:36 AM
SOURCE: Website
NAME: Kim Stringham

COMMENT:

I am in full support of the gondola. I have been to Europe skiing - the gondola is the way to go. I will ride the gondola but I will not ride the bus. (32.2.9D and 32.2.4A) That is what you had to do when you didn't drive and it was miserable!

COMMENT #: 5381
DATE: 8/11/21 11:37 AM
SOURCE: Website
NAME: Chris McCarthy

COMMENT:

I have traveled up Little Cottonwood Canyon over 100 times and I would welcome the Gondola and I would use it. **(32.2.9D)**

COMMENT #: 5382
DATE: 8/11/21 11:38 AM
SOURCE: Website
NAME: Vanessa Pierce

COMMENT:

I have been an Alta skier for 15 years, and the traffic congestion in recent years, has frankly, turned me off of skiing. But I am thrilled UDOT is working on a solution! I am fully in support of the gondola alternative as the long-term solution that will reduce weather related traffic and have less of an environmental impact. Our air quality is horrendous in SLC and simply reducing the carbon footprint of car traffic up and down the canyon is a BIG win **(32.2.9D and 32.10A)**. Thank you for considering the public's opinions.

COMMENT #: 5383
DATE: 8/11/21 11:38 AM
SOURCE: Website
NAME: Lawrence Green

COMMENT:

as someone who has been skiing little cottonwood resorts in 1977, I must accept the Gondola as the least-intrusive solution, PROVIDED that it does NOT become the sole method of accessing the ski areas! **(32.2.9D and 32.2.4A)**. I would also like you to ensure that you provide HEATED gondolas to prevent riders from hypothermia. **(32.2.6.5U)** Lastly, PLEASE make adequate ingress/egress parking at the base, and a common discharge station at the entrance to the resorts **(32.2.6.5E)**

COMMENT #: 5384
DATE: 8/11/21 11:38 AM
SOURCE: Website
NAME: Beaneyvi Burmester

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5385
DATE: 8/11/21 11:39 AM
SOURCE: Website
NAME: Kevin Fry

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5386
DATE: 8/11/21 11:39 AM
SOURCE: Website
NAME: James Hubbard

COMMENT:

I'm in favor of this project **(32.29D)**

COMMENT #: 5387
DATE: 8/11/21 11:40 AM
SOURCE: Website
NAME: Karisa Winkel

COMMENT:

I support the gondola option, it will keep us safer and higher above the slick frozen roads. It also is better on the environment with fewer cars getting into the canyon. It will avoid delays in closures due to car accidents etc. **(32.2.9D, 32.2.4A, and 32.7C)**

COMMENT #: 5388
DATE: 8/11/21 11:40 AM
SOURCE: Website
NAME: Ben Schugel

COMMENT:

I wanted to express my support for the gondola based system in the Little Cottonwood Canyon. I believe the environmental benefits over the bus system, as well as efficiency in poor weather, will offset the increased cost of the gondola system very easily, and could also lead to increased tourism in the city. I believe it will benefit many of those that live in Salt Lake County. **(32.2.9D)**

COMMENT #: 5389
DATE: 8/11/21 11:40 AM
SOURCE: Website
NAME: Bryan Mangelson

COMMENT:

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

COMMENT #: 5390
DATE: 8/11/21 11:40 AM
SOURCE: Website
NAME: Travis Franz

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5391
DATE: 8/11/21 11:41 AM
SOURCE: Website
NAME: Eric Sivo

COMMENT:

My belief is the gondola is best option for traffic mitigation in LCC. This is a better longer term solution as well, as it better environmental solution, weather does not impact and would be improved skier experience. Appreciate opportunity to share my input on solution. **(32.2.9D)**

COMMENT #: 5392
DATE: 8/11/21 11:42 AM
SOURCE: Website
NAME: S Cline

COMMENT:

My view is that the Gondola alternative is a far better solution. No matter what you do with the roads, there will always be weather impacts and concerns. Also, widening the roads only further impact the environment. **(32.13A and 32.13B)** A Gondola will provide a scenic alternative that is not dependent upon slick, icy roads or avalanche mitigation. **(32.2.9D)**

COMMENT #: 5393
DATE: 8/11/21 11:42 AM
SOURCE: Website
NAME: Stephen Estrada

COMMENT:

Enhanced bus service without widening the road is the best option. **(32.2.9A)** Park and rides and parking structures in the valley will have the least environmental impact on the canyon. The gondola will only benefit the ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** UDOT could look to zion national park and how they operate their shuttles. **(32.2.2B)**

COMMENT #: 5394
DATE: 8/11/21 11:42 AM
SOURCE: Website
NAME: Igor Ivanov

COMMENT:

I support the Gondola transportation system in Little Cottonwood canyon. It is immune to traffic jams, weather and provides a massive tourist attraction all year round, which will generate additional income and will undoubtedly become one of the iconic places displayed on mugs, cards or other state-promoted merch on par with Arches and mountains themselves. **(32.2.9D)**

COMMENT #: 5395
DATE: 8/11/21 11:42 AM
SOURCE: Website
NAME: Kellie Hall

COMMENT:

I am for the Gondola option. I think this will be better for our environment and more efficient. **(32.2.9D)**

COMMENT #: 5396
DATE: 8/11/21 11:42 AM
SOURCE: Website
NAME: Emily Mortensen

COMMENT:

I am a passionate skier, hiker, and biker up LCC. I live at the base of the canyon and travel to and from with friends and family multiple times a week, year round. Our goal should be to use existing infrastructure, not to use public dollars not to financially benefit a few. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I am strongly opposed to the gondola plan which primarily benefits a few developers, and the two private companies (Alta, Snowbird) at great cost to the public, local residents and tax payers. **(32.2.9E, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The environmental impact statement focuses only on the canyon, not the ruin of the acreage Wayne Niederhauser and Chris McCandless hope to develop as the gondola base at their private profit. **(32.13A and 32.20H)** Nor does it consider the negative community and environmental impacts to residents nearby when we create a "European village" and parking structures for the masses. **(32.20H)** The impact to local residents matters. **(32.4M)** I see the traffic as considerable only a few days of the year. True, weekends are getting crowded with the IKON pass users. But this does not call for a complete overhaul of access. **(32.1.4D)** Skiers should be required to access additional public buses to get up the canyon roads, parking at multiple lots across the valley rather than a single concentrated parking space in the current La Caille space. **(32.2.2I)** Their cars should stay home, not need to drive a considerable distance to La Caille, then park. **(32.2.6.5E)** All this short-sighted plan does is move the traffic problem from the mountain to another location, at the base. The infrastructure already exists, let's use what is there. Resorts need to limit the number of weekend skiers on order to preserve some semblance of a quality experience for skiers. **(32.2.2K)** The objective to somehow allow unlimited people into that canyon via an expensive tram system does not solve the problem of the crowds. **(32.20A and 32.20C)** I find it considerably offensive, and transparently self-serving, that Alta and Snowbird and a few developers are actively promoting the gondola plan as a public necessity. **(32.1.2B)** Please reconsider public busing, parking spaces throughout the valley, and limiting the number of skiers as options for the few days a year traffic is problematic and as a solution to overcrowding LCC, the gem of this state. **(32.2.2I and 32.2.2K)**

COMMENT #: 5397
DATE: 8/11/21 11:42 AM
SOURCE: Website
NAME: Scott Coulthurst

COMMENT:

The gondola just makes sense. Buses reduce the number of vehicles but still add to traffic. **(32.7C)**
Fast, sustainable, smart! **(32.2.9D)**

COMMENT #: 5398
DATE: 8/11/21 11:43 AM
SOURCE: Website
NAME: Annalise Bianco

COMMENT:

Hello. I have been commuting to Alta for work and for skiing for the past 3 years. I would like to comment that the gondola will not solve congestion in the canyon. **(32.7B and 32.7C)** With a flexible, year-around bus, people will be able to commute up canyon faster and closer to their origins. Having a lane specific to the bus will incentivize people to take it since it will be quicker. This also utilizes infrastructure we already have in urban areas. **(32.2.2I, 32.2.9B, and 32.2.6.5C)**

Additionally, installing a gondola won't solve congestion because A LOT of people recreate in the winter for backcountry skiing, climbing, angling, and hiking. Non-ski resort visitors will be out of luck recreating in this space with a gondola, hence, they will all still drive their cars. And with increasing recreation in the area, it will still be congested. It would be incredibly disappointing to see all Utahns helping to pay for the gondola when it is only benefiting ski resorts. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

A bus system won't ruin the unique character of the canyon. Yes it creates emissions but what about all the emissions from the power it takes to run a gondola? **(32.10A)** The bus can also easily be upgraded to be battery or solar powered. **(32.2.6.3F)** If you want less congestion in the canyon, don't listen to the ski areas, please consider the community's response that isn't coming from the lens of ski area profits. I will likely never take the gondola up LCC. **(32.2.4A)** It takes too long and it won't get people where they need to go. **(32.1.2D)** UDOT would end up needing to widen the road anyways. Please consider how much more efficient a bus would be. **(32.2.9A)**

COMMENT #: 5399
DATE: 8/11/21 11:43 AM
SOURCE: Website
NAME: James Gross

COMMENT:

I first started skiing Alta in 1978. This past season I was horrified by the traffic between the 7-11 and the mouth of the canyon. In my opinion, the Gondola only works if there are parking areas away from the mouth of the Canyon and electric bus shuttle transportation to and from those satellite parking areas. **(32.2.6.3.2.1C, 32.2.6.3F, and 32.2.2I)** The same would go for a train of any sort and/or bus transportation. In your email you stated the primary reason for the congestion being weather. **(32.1.2B)** With all due respect this is a load of crap which I'm sure has its genesis in the NOI goals of Alta and Snowbird. This is NOT a problem of weather. Seasonal snow falls have declined since I cut my teeth in the Little Cottonwood. This IS a people issue plain and simple. **(32.1.2B)** Until such time as you solve the transportation woes in the I would strongly suggest devise a plan to limit the amount of daily skiers in the canyon on any given day. Step one ... get rid of the ICON pass and all passes of that sort. Step two ... create preferential conditions for locals and season pass holders to entice season pass and other multi day pass option sales. Step three ... eliminate day of ticket sales on site. Tickets must be purchased on line and IN ADVANCE of driving up the Canyon. **(32.2.2K and 32.2.4A)** This way the ski areas will know when they've reached their daily attendance caps and are SOLD OUT. Reverse engineering sell out caps based upon an analysis of ticket sales and traffic data would not be difficult. I love Alta and Snowbird but they are allowing the canyon to be loved to its death for the sake of their NOI and their company's book values. UDOT, the City of Salt Lake, and the State need to step up and protect the canyon, as well as those who live at the base of it and are so horribly affected. Not doing so will be a clear indication that money once again rules the days no matter what the cost happens to be. Do the right thing. Please. Jim

COMMENT #: 5400
DATE: 8/11/21 11:43 AM
SOURCE: Website
NAME: Walter Bird

COMMENT:

I favor the gondola approach. **(32.2.9D)** Having two forms of access/egress seems prudent and long overdue. Having spent hours in line waiting to get out of LCC, I applaud the idea eliminating the prospect of hundreds of cars idling in the canyon for hours waiting for the roads to open. I urge DOT to develop a pricing system to encourage skiers/ hikers/ tourists to avail themselves of the gondola rather than drive into the canyon. **(32.2.4A)**

The capacity of the Gondola system should be such that it can deliver as many skiers per hour to the ski areas as automobiles do. **(32.2.6.5N)**

Thought must be given to some of the negatives associated with the gondola. For example, if COVID returns, how can the cars run at capacity? And if you limited rides to say five per car, wouldn't it take most of the day to get a typical days worth of skiers up there **(32.2.6C)**

COMMENT #: 5401
DATE: 8/11/21 11:44 AM
SOURCE: Website
NAME: Cabot Curtis

COMMENT:

8 passenger gondola is the way to go. Although a slightly lower maximum hourly capacity this will be more utilized thus used at a higher capacity. **(32.2.2JJ, 32.2.9D and 32.2.6.5C)** No one wants to sit in a tram like gondola and the huge towers for the larger gondola are very unsightly. The gondola should be free of charge just like the one in Telluride, it can be paid for by a special service district tax , taxing all sales in LCC. **(32.2.4A)** The resorts can charge for parking but the road should not be tolled unless it is tolled at the same rate as all other roads in Utah with a universal transponder system. **(32.2.4A)** Eventually building a gondola from Alta to Twin Lakes pass with a day lodge at the pass and access to Brighton and Solitude would be ideal. **(32.2.2Q)** The current Gondola should have a stop by Snowbirds Baby Thunder chair with trail access to White/Red Pine trails. Baby Thunder should be made a detachable quad and extended to the top of Thunder Bowl giving skier access from the top to the bottom of Gad 2 **(32.2.6.5G)**.

COMMENT #: 5402
DATE: 8/11/21 11:44 AM
SOURCE: Website
NAME: Mark Williamson

COMMENT:

I fully support the gondola option! **(32.2.9D)**

COMMENT #: 5403
DATE: 8/11/21 11:45 AM
SOURCE: Website
NAME: Richard Chapman

COMMENT:

In favor of tram system versus widening the road **(32.2.9D)**

COMMENT #: 5404
DATE: 8/11/21 11:45 AM
SOURCE: Website
NAME: Michael Schmertzler

COMMENT:

I favor the gondola. I own a home in Alta. (32.2.9D)

COMMENT #: 5405
DATE: 8/11/21 11:45 AM
SOURCE: Website
NAME: Jacob Turville

COMMENT:

Neither of these will solve the long term problem, we need a train. **(32.2.9F)**

COMMENT #: 5406
DATE: 8/11/21 11:47 AM
SOURCE: Website
NAME: Kenzie Woods

COMMENT:

I support the Gondola option for LCC. It will help reduce traffic and is a better option for our skiers and our environment. Having a gondola will reduce emissions and avoid having to add more pavement in the canyon. **(32.2.9D and 32.10A)**

COMMENT #: 5407
DATE: 8/11/21 11:47 AM
SOURCE: Website
NAME: Robert Carter

COMMENT:

A Gondola system looks like the best, most efficient travel option, creates a great experience and reliability, along with environmentally friendly. All of this at same or lower cost is a no brainer. **(32.2.9D and 32.2.7C)**

COMMENT #: 5408
DATE: 8/11/21 11:47 AM
SOURCE: Website
NAME: John Rossi

COMMENT:

My family and I frequent Salt Lake City to ski and simply love the idea of this terrific people mover solution to reach some of our favorite ski mountains of Utah that will certainly mitigate the traffic congestion, pollution, and dangers of ice-covered roads and frequent avalanches. **(32.2.9D)**

Salt Lake is one ski destination where we have public transport from our Delta airline terminal to the base lodge of ALTA, or SnoBird making travel a little greener, a little more relaxed, and way less costly and stressful than the rental-car nonsense where yes, some ski locations you simply cannot do without.

But, when you can gain access to Utah's world class skiing from a well thought through mass-transit, multi-modal hub that will certainly grow to strengthening the year-round mountain recreation and revenue streams, the choice becomes simple to fully support the Gondola from the base of the Canyon. **(32.2.9D)**

New expansion to Salt Lake City airport as well is well underway to support managed growth with green sensibility.

However you can reward and expedite the travelers using buses I greatly encourage this as we MUST, as a society, move away from the 4-wheel transport pod regardless of how they are powered (gas or electric, or other) Public transport travelers rewards such incentivizing the FEE\$ is some way when transferring all the way from Airport to Ski Resort. **(32.2.4A)** Tracking with reward points for ALWAYS USING Mass Transit, as well as the boots-on-the ground consumer/customer comforts as load and unload in covered areas so not to be exposed and waiting during harsh winter weather or smoldering hot summer sun while the auto-drivers are rewarded with covered deck parking.

Oh, the use of Aerial Drone footage with overlay of 3-D animation motion architecture of moving gondolas in your video is very cool too needs more work on non-existent shadow drops but, its good enough to get my vote - YES on GONDOLA above Little Cottonwood Canyon.

We will be back every year till we ski no more or snow becomes a non-event. Unlikely at those elevations. **(32.2.2E)** Onward with futuristic people movers and sustainable access to the great outdoors.

BRAVO !

COMMENT #: 5409
DATE: 8/11/21 11:47 AM
SOURCE: Website
NAME: Joshua Brown

COMMENT:

Gondola would be best long term alternative. (32.2.9D)

COMMENT #: 5410
DATE: 8/11/21 11:48 AM
SOURCE: Website
NAME: Jim Donnelly

COMMENT:

Gondolla looks like a nice plan. **(32.2.9D)** One cost offset to consider would be a bar selling beer, wine, hot C, & soft drinks at the upper terminal. People could grab a drink while waiting to go down and allow purchases to be brought on for the ride down. Profits on that would be a major revenue stream that could be used to fund operations and upkeep. **(32.2.6.5F)**

COMMENT #: 5411
DATE: 8/11/21 11:49 AM
SOURCE: Website
NAME: Leah Tosches

COMMENT:

While I feel that decreasing LCC congestion is important I feel that it should be by utilizing CLEAN Buses, not a gondola and certainly not by widening Wasatch Blvd. **(32.2.9L, 32.2.9A, 32.2.9E, and 32.2.6.3F)** widening Wasatch will Increase congestion by encouraging more cars and will increase the already significant danger of being on that road. UDOT is seemingly Only concerned with getting as many people up the canyon as possible- meanwhile local residents run/walk/ride along the Blvd all year and are constantly in mortal danger because of the high speeds. There are more ways than high speeds and more pavement to improve traffic flow. **(32.2.6.2.2A)** I love the idea of vehicle capacity rules esp on big snow days but all of the people who live on/near Wasatch should not have to be in actual physical danger just to increase skier loads on the already crowded hills. **(32.1.2B and 32.2.6.2.2A)**

COMMENT #: 5412
DATE: 8/11/21 11:49 AM
SOURCE: Website
NAME: Chad Ross

COMMENT:

Please build a Gondola! I've lived and worked in the canyon, I've also lived in multiple towns that have commuter Gondolas (Telluride, Mammoth, etc.). I just ask everyone to realize that a Wasatch Gondola System will help. I'm from Denver -- they did nothing -- it's horrible. **(32.2.9D)**

COMMENT #: 5413
DATE: 8/11/21 11:50 AM
SOURCE: Website
NAME: Robert Budge

COMMENT:

I think the Gondola option is best and less impactful than adding more busses. (32.2.9D)

COMMENT #: 5414
DATE: 8/11/21 11:52 AM
SOURCE: Website
NAME: Emily Hincks

COMMENT:

I think the gondola is the best plan. Thank you. **(32.2.9D)**

COMMENT #: 5415
DATE: 8/11/21 11:52 AM
SOURCE: Website
NAME: Ken Voytac

COMMENT:

I love the gondola idea but please note it must be user friendly. **(32.2.9D)** Skiers and snowboarders will use it together. One of the negative issues of the buses is over crowding which causes people and their gear to fall on other people! I now wear my helmet in the bus to protect myself! In addition, a big snow means big crowds which could mean a long wait for the tram. The folks waiting cannot stand outside in the middle of a raging storm or heavy cold winds. **(32.2.6.5C)** Please be sure to provide shelter for those waiting and ample bathroom facilities. If you cannot provide shelter or bathrooms this project should not happen. **(32.2.3A)**

COMMENT #: 5416
DATE: 8/11/21 11:52 AM
SOURCE: Website
NAME: Cathy Richards

COMMENT:

Expanse buses. (32.29D) The gondola will take 20 years (32.2.7C)

COMMENT #: 5417
DATE: 8/11/21 11:52 AM
SOURCE: Website
NAME: Colleen Reilly

COMMENT:

I'd prefer the gondola over the bus. Since I experience dizziness and car sickness, I would personally prefer a gondola ride **(32.2.9D and 32.2.9C)**

COMMENT #: 5418
DATE: 8/11/21 11:52 AM
SOURCE: Website
NAME: Shane Kemp

COMMENT:

I believe I've commented before, but now that we're down to 2 recommended solutions I wanted to chime in again. I feel the enhanced bus service is the most equitable and best solution. **(32.2.9B)** The gondola is more focused on solving issues for private for profit companies than something that works for everyone. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)** It doesn't address users that need to access other parts of the canyon and is also the most expensive. **(32.2.6.3C, 32.2.6.5G, and 32.2.7C)** Enhanced bus service is cheaper, benefits more user groups and accomplishes the same basic goals of improving transpiration in the canyons without giving away tons of tax payer money to private businesses. **(32.2.7A)**

COMMENT #: 5419
DATE: 8/11/21 11:53 AM
SOURCE: Website
NAME: Dan Purjes

COMMENT:

I strongly support the gondola solution. **(32.2.9D)** It is by far the best approach for many reasons: (1) Not impacted by weather;**(32.2.6.5K)** (2) Not dependent on fossil fuels;**(32.18A)** (3) An attraction in its own right; (4) Don't have to wait for buses; (5) Less expensive to operate; (6) Less impact on roads and environment; (7) It works -- check out Telluride.

COMMENT #: 5420
DATE: 8/11/21 11:53 AM
SOURCE: Website
NAME: David Richards

COMMENT:

I am submitting this comment as a resident of the Town of Alta. For record I am also an avalanche forecaster working in Little Cottonwood Canyon. I own a home in the Sugarplum Village on the Bypass Rd.

I would like to state that as a resident I am strongly opposed to both concepts proposed. **(32.2.9C and 32.2.9E)** However, although the Gondola is without a doubt the better of two bad options, from the point of view of a homeowner I am most opposed to this option.

As a homeowner I cannot support gondola cables suspended above in such close proximity to my home as proposed in the current alignment. **(32.17A and 32.40)** Further the humming noise of the gondola would not be tolerable within my neighborhood. We are able to hear the hum of the Snowbird Tram from my home and that is much further away than the proposed gondola alignment. These factors would have the potential to greatly diminish local property values. **(32.40 and 32.11D)**

I strongly suggest that the alignment of the proposed gondola is altered so as to not impact homes. **(32.2.6.5DD)**

We have been discussing transportation alternatives in LCC since 1971. The consistent solution has been shedding the road for avalanche paths with frequent return periods and tolling so as to encourage bus usage. **(32.2.9K , 32.2.9A, and 32.2.4A)** This gondola is just the newest bright shiny thing. To go this route would be a shame and a detriment to those of us who actually live here in the canyon and make this place our home.

Thank you,
David Richards
20 yr Alta resident.

COMMENT #: 5421
DATE: 8/11/21 11:53 AM
SOURCE: Website
NAME: Spencer Tanner

COMMENT:

I think the gondola in Little Cottonwood Canyon is a great idea for the reduction of traffic in the canyon. What is proposed on <https://gondolaworks.com> looks really promising. The one thing I think would be nice to add in is maybe a stop at the White Pine trail head for use during the summer.
(32.2.9D and 32.2.6.5G)

COMMENT #: 5422
DATE: 8/11/21 11:54 AM
SOURCE: Website
NAME: Lindsay Keegan

COMMENT:

The gondola only serves the resorts public transport needs to serve the public. If the ski resorts want private transportation to their resort, they should pay for it, not our taxes. The majority of the canyon is public lands and public transport should serve the whole canyon. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, 32.7C)** All summer the white pine and red pine trail head has parking overflowing 1 mile up and down canyon, a bus would help to reduce that load but the gondola would do nothing. **(32.1.2C, 32.1.2D, 32.7B, and 32.7C)** Zion NP is one of the most visited national parks and they run entirely on an improved bus system. If it's good enough for them it's good enough for us. **(32.2.2B)**

COMMENT #: 5423
DATE: 8/11/21 11:54 AM
SOURCE: Website
NAME: Patricia Thaxton

COMMENT:

I support the gondola as the long term solution. **(32.2.9D)** In the interim I encourage increased frequency of ski buses, pickup at additional locations including the bus lot at 39th South and Wasatch Boulevard, and would ask the ski areas to set aside a room to act as a lounge and provide fee lockers for bus riders to use at the use the resort **(32.2.9R and 32.2.3A)**

COMMENT #: 5424
DATE: 8/11/21 11:55 AM
SOURCE: Website
NAME: Douglas Angus

COMMENT:

I have been enjoying Little Cottonwood Canyon for over 40 years. Love Snowbird and Alta. I support the Gondola Alternative along with keeping the current road maintained. Thank you **(32.2.9D)**

COMMENT #: 5425
DATE: 8/11/21 11:56 AM
SOURCE: Website
NAME: Victor Tibaldeo

COMMENT:

Would only support gondola idea if rider fee kept close to bus fee. **(32.2.4A)** Utah transit one of Heston features of Salt lake area. Otherwise just another elitist proposals to steal public access from public. **(32.2.7A and 32.5A)**

COMMENT #: 5426
DATE: 8/11/21 11:56 AM
SOURCE: Website
NAME: Nicole Barbaro

COMMENT:

I appreciate the efforts to identify solutions to minimize car traffic in LCC. However, the gondola -- or any permanent structure -- in LCC is a bad decision. **(32.2.9E)**

LCC canyon is beautiful and the intrusion of more man-made structures is a disservice to the protection and beauty of LCC and those that recreate in it. **(32.17A)**

More practically, the gondola only serves to enhance traffic during the ski season -- which will continue to get shorter as climate change progresses. It only reduces traffic for those that recreate at Alta and Snowbird. It runs only during ski season, and will be an absolute eyesore in LCC for generations to come. **(32.2.2E, 32.17A, 32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

The cost is not worth it.

We have buses. Use what we have better. Rather than destroy the canyon with a hideous, nonfunctional gondola that serves a fraction of people in SLC that recreate in LCC year round for a variety of activities, enhance the bus system!**(32.2.9A)**

You need to incentivize people to take the bus, or make it untenable to drive in the canyon. **(32.2.4A and 32.2.2B)**

This is not difficult:

- Ban anyone driving into the canyon during morning ski hours unless they have 4+ people in their car (unless they work or live in the canyon) **(32.2.2B, 32.2.2L, and 32.2.4A)**
- Build ski specific buses that make it comfortable to ride them with ski gear
- Alta and Snowbird need to enhance their locker systems to accommodate more people coming in with ski bags and gear. **(32.2.3A)**
- Have more stops for skiers to get on the bus before LCC to avoid congestion at the mouth of the canyon **(32.2.2I)**

This is not difficult.

There is no need to widen the LCC road for buses. **(32.2.9C)** Ban people from driving into the canyon during peak am ski hours. **(32.2.2L)** If people want to ski bad enough, they will take the bus.

Don't destroy LCC with a limited use gondola for the convenience of a few people.

Alternative: let people sit in traffic. I do it because I want to ski. The skiers in LCC, including myself, are privileged enough to handle an hour in traffic. **(32.2.9G)**

COMMENT #: 5427
DATE: 8/11/21 11:58 AM
SOURCE: Website
NAME: Li Lu

COMMENT:

Gondolas and busses are solutions from the 1980s. I strongly urge you to consider modern approaches to high-speed travel. This requires serious research. Fast underground travel may be doable. Find out what they do in Japan at Japanese ski resorts. What will they do in Los Angeles? Tesla catapult? I can bet that gondola will be very expensive to ride. **(32.2.4A)** Busses stink inside, whereas other forms of mass transit do not seem to have that issue. Serious research is needed. This is a real opportunity to lead and advance greatly. **(32.2.2PP)**

COMMENT #: 5428
DATE: 8/11/21 11:58 AM
SOURCE: Website
NAME: Peter Given

COMMENT:

Gondola all the way! The ski industry is much larger and brings in more money than the rock climbing community. **(32.2.9D)** It would be foolish to expand the bus system over the gondola system. **(32.2.9C)**

COMMENT #: 5429
DATE: 8/11/21 11:58 AM
SOURCE: Website
NAME: William Matthews

COMMENT:

I think the gondola idea is excellent. We would choose a trip to Alta & Snowbird because of the gondola. **(32.2.9D)**

COMMENT #: 5430
DATE: 8/11/21 11:58 AM
SOURCE: Website
NAME: William Roger Judd

COMMENT:

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

COMMENT #: 5431
DATE: 8/11/21 11:59 AM
SOURCE: Website
NAME: Rebecca Babicz

COMMENT:

I am strongly opposed to the proposed gondola option **(32.2.9E)** - I feel it only benefits already benefitting mega ski resorts and uses tax dollars to do so. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Rather than adding more unnecessary and unsightly infrastructure to our beloved Little Cottonwood Canyon, of the two options I support the bus option. **(32.2.9B)** I am disgusted and heartbroken over the proposed gondola option, and its impact on LCC. Furthermore, I'd like answers to the following questions before persuing either option:

What happened to tolling and why can't it be implemented now? The Utah state legislature allocated >\$60M to help improve traffic in LCC, including studying the concept of tolling personal vehicles, yet that is not being proposed as a solution that can be implemented in the near term, despite tolling being a clear tool to limit car use. **(32.2.4A and 32.2.2Y)**. What can be done next season and the one after that, rather than focusing on 2030 and 2050? **(32.2.9R)** What will the costs be to ride the gondola/train? **(32.2.4A)** And who will operate them? **(32.2.6I)** Exorbitant fees are the opposite of disincentivizing personal vehicle use. **(32.2.4A and 32.5A)**. What would a dramatic influx of \$ do to streamlining the UTA bus system? **(32.2.6K)** Why is there so much reluctance to do a comprehensive capacity study for the canyon? **(32.2.0B)** The train and gondola as proposed will be adding more people to the canyon; is the capacity of the canyon unlimited or do we need to do the hard work of determining how many people can realistically be in LCC at one time. Ignored or unmanaged, WBA is concerned increasing the number of people in LCC (capacity) will lead to new pressures to more development in LCC - and even ski resort expansion. Despite this being a critical question, neither UDOT or USFS are willing to address this fundamental question. **(32.2.0A, 32.2.0B, 32.2.0C, 32.2.0E, and 32.2.0F)** Who will pay for the exorbitant solutions? The two LCC ski resorts are the obvious benefactors of the solutions, with nearly all of the ridership heading to their resorts, yet we have not heard any concrete details about what Snowbird and Alta will contribute financially. Perhaps this is why the resorts are so enthusiastic about these ambitious proposals. **(32.2.7A)** Why have there been no efforts to work on creative solutions for bus lanes or directional traffic options? **(32.2.2D and 32.2.2EE)** WBA has proven on our shuttle days that more, smaller, targeted 'vans' are a viable option for both backcountry and resort users; why have these not been discussed as options? **(32.2.2B, 32.1.2D, 32.7B, and 32.7C)**. Why has there been such an exclusive focus on LCC, and not on a more-comprehensive valley-wide transit system that keeps the canyons' popularity in mind? **(32.2.2B and 32.2.2I)** It seems obvious to everyone except UDOT that whatever changes are put in place for LCC will have a direct impact on Big Cottonwood, yet we continue to hear excuses for why issues and solutions for BCC are not being considered at the same time. **(32.1.1A)**. What is the fate of Wasatch Boulevard? Does turning Wasatch Blvd from a two lane road into a six lane super-highway make any sense, either in terms of safety for local residents or for getting people to the ski areas on a powder day? Are we creating a bigger bottleneck at the canyon mouth? **(32.2.6.2.2A and 32.7B)**. Why does UDOT bother having people register for its 'traction' program if there is no enforcement of it on snowy days? **(32.2.2M)** And why are cars with poor tires allowed up the canyons on dry mornings when big storms are forecast for during the day, knowing it will inevitably lead to poor driving conditions that will be made worse by ill-prepared vehicles? Why not simply enforce the traction law from October through May at all times of the day? **(32.2.2M)**

Your truly,
Rebecca Babicz
Cottonwood Heights resident

COMMENT #: 5432
DATE: 8/11/21 12:01 PM
SOURCE: Website
NAME: Peter McDonald

COMMENT:

In my three years living in SLC I have mostly skied Alta without the benefit of having a car. As such, when I don't have someone to drive me skiing, I take a bus from Sugarhouse (the 209, 213, or 220) to the ski bus (usually the 953 but occasionally the 994) and take the ski bus to Alta. The whole journey without traffic takes 1.5-2 hours compared to 35 minutes driving. One of the main problems of bus service in LCC is that there is no option to bypass traffic getting into the canyon which is often severely backed up due to the merge of SR 209 and 210 and navigation apps diverting traffic through neighborhoods only to reenter SR 209/210 closer to the canyon. Further, there are multiple long stops at Snowbird before getting to Alta, so even without traffic the ski bus portion of trip of my trip (I usually catch the 953 along fort union) is a solid 30 minutes slower than driving a car from the bus stop (I've checked this often on google maps). So, as of right now, the bus is always a strictly worse option than driving a car and sets up a real prisoners dilemma. Even as someone who loves biking and public transit and listens to a podcast called the War on Cars, I would drive up the canyon if I could. With regards to the proposals, I am against the gondola because it has a fixed capacity and I don't believe it will solve the traffic problem in the canyon - it will just average things out between waiting in line for the gondola and driving a car, and I could see the risk of ending up in a long line for the gondola shifting the balance towards cars. **(32.2.6.5C, 32.2.6.5N, 32.1.2D, 32.2.6.5C, 32.7B, and 32.7C)** I also am against expanding the roadway due to its impact on the canyon, though it is my preferred option of the two. **(32.2.9E)** Instead, I believe that if we want to actually improve traffic in the canyon, we need to disincentivize car trips, either by banning them from the canyon entirely or charging some sort of toll, and expand bus service to where the travel time of bus versus car in the canyon is nearly the same. It is also important to provide better bus service from various places throughout the valley so that we do not simply shift the traffic to the areas around bus stops. **(32.2.4A, 32.2.9A, and 32.2.2I)**

COMMENT #: 5433
DATE: 8/11/21 12:01 PM
SOURCE: Website
NAME: Lorrie Belcher

COMMENT:

Noooo to gondola. **(32.2.9E)** It will not help with traffic on Wasatch in front of my home . **(32.2.6.5E and 32.7B)** Please use smarter busing. More busses, smaller shuttles, electric busses, cheaper bus prices. You can do it. You guys are smart. **(32.2.9A, 32.2.6.3F, 32.2.4A, and 32.2.2B)**

COMMENT #: 5434
DATE: 8/11/21 12:01 PM
SOURCE: Website
NAME: Rodney Urtel

COMMENT:

I think the gondola solutions is the most viable. It follows a European model of transporting skiers from a main village, on a large tram/gondola to different resorts in that valley. **(32.2.9D)**

COMMENT #: 5435
DATE: 8/11/21 12:01 PM
SOURCE: Website
NAME: Wade Mitchell

COMMENT:

This is an excellent solution and should have been implemented years ago. (32.29D)

COMMENT #: 5436
DATE: 8/11/21 12:01 PM
SOURCE: Website
NAME: John Livermore

COMMENT:

I am a regular visitor to Little Cottonwood Canyon in the winter months. I have lost many a days skiing due to canyon closures. The idea of a gondola makes a lot of sense both environmentally and practically in light of the high demand for canyon access in the winter. This is obviously dependent on a system that could handle the proposed volume. **(32.2.9D)**

COMMENT #: 5437
DATE: 8/11/21 12:02 PM
SOURCE: Website
NAME: Torey Edgcomb

COMMENT:

I support the gondola option to reduce congestion- least environmental impact and not as dependent on weather / road conditions as the bus. **(32.2.9D)**

COMMENT #: 5438
DATE: 8/11/21 12:02 PM
SOURCE: Website
NAME: Bill McMahon

COMMENT:

It's a no brainer.... Gondola all the way!! (32.2.9D)

COMMENT #: 5439
DATE: 8/11/21 12:03 PM
SOURCE: Website
NAME: William Park

COMMENT:

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

COMMENT #: 5440
DATE: 8/11/21 12:03 PM
SOURCE: Website
NAME: Charles Rubano

COMMENT:

I do NOT support expanded bus service! I support the gondola option. (32.2.9C and 32.2.9D)

COMMENT #: 5441
DATE: 8/11/21 12:03 PM
SOURCE: Website
NAME: John Major

COMMENT:

I have reviewed the proposals carefully (as well as others than the two UDOT has put forth) and I believe that the GONDOLA proposal will in the end be the Best For All Concerned, including the wild residents of the canyon! **(32.2.9D and 32.13B)**

COMMENT #: 5442
DATE: 8/11/21 12:04 PM
SOURCE: Website
NAME: Keith Cubba

COMMENT:

I ski 100+ days a year so I'm impacted by the bad canyon days. however, i'm not sure if the number of bad days merit the investment in the gondola system. **(32.1.4D)** i would like to see a more measured approach that starts with Alta and Bird charging enough to park that it encourages the bus and car pooling. **(32.2.2K and 32.2.4A)** More buses. **(32.2.9A)** And then a vital issue to be addressed - traction law - it's not enough to have all season tires or the minimum required. I have 4 wheel drive and snow tires that are in excellent shape and I know how to drive the canyon and that is pretty much the minimum requirement. 4 good snow tires and 4 wheel drive. anything less than that turn them around - also, this has to be in effect on any day where there is even a potential for snow. The bus gives anyone without the proper vehicle an alternative so this must be a basic staple of a new program. **(32.2.2M)**

COMMENT #: 5443
DATE: 8/11/21 12:07 PM
SOURCE: Website
NAME: Frank Buselli Esq.

COMMENT:

Consider pecuniary incentives to entice skiers to arrive later than opening time and departing before closing time. **(32.2.2K and 32.2.4A)**

COMMENT #: 5444
DATE: 8/11/21 12:08 PM
SOURCE: Website
NAME: Gordon Heinrich

COMMENT:

I am in favor of the Gondola. **(32.2.9D)**

COMMENT #: 5445
DATE: 8/11/21 12:09 PM
SOURCE: Website
NAME: Thomas Shpetner

COMMENT:

Hi, I am strongly in favor of a gondola; the road into the canyon gets slick and of course must be closed when there is traffic, an accident, or avalanche mitigation is necessary. A gondola would also be kinder emissions-wise. More buses means more fumes, more traffic, and more opportunities for accidents, etc. Thanks for reading! **(32.2.9D and 32.10A)**

COMMENT #: 5446
DATE: 8/11/21 12:11 PM
SOURCE: Website
NAME: Janet Walter

COMMENT:

Gondola B is a preferred alternative in my opinion **(32.2.9D)**

COMMENT #: 5447
DATE: 8/11/21 12:12 PM
SOURCE: Website
NAME: Jeff Davis

COMMENT:

Our family has been an Alta and Snowbird season pass holders for many years. The congestion, especially on powder days, has dramatically reduced our ability to enjoy the mountain resorts. The gondola option seems to be the best choice because it doesn't rely on roads that will be slick and prone to avalanche issues. We have spent time at European resorts and gondolas there are widely used to get visitors up the mountain safely. It will provide a beautiful and scenic way to get to these resorts as well as make it possible to get up the canyon on bad weather days. **(32.2.9D)**

COMMENT #: 5448
DATE: 8/11/21 12:12 PM
SOURCE: Website
NAME: David Fuhrman

COMMENT:

It's time to commit to an alternative form of transportation in LCC. I want my children to enjoy Alta the way i was able to when i was young. Let's move forward with the Gondola. **(32.2.9D)**

COMMENT #: 5449
DATE: 8/11/21 12:14 PM
SOURCE: Website
NAME: Andrew Watt

COMMENT:

NO to the gondola! **(32.2.9E)** A gondola in LCC will only benefit the resorts and will not address the actual issue of overcrowding and congestion. **(32.1.2B, 32.1.2D, 32.2.4A, 32.2.7A, 32.7B, and 32.7C)** A combination of the other proposals (expanded bus system, mobility hubs, congestion pricing) is more beneficial to the normal SLC resident and will go further in addressing our issues. **(32.2.9A)** NO GONDOLA!

COMMENT #: 5450
DATE: 8/11/21 12:14 PM
SOURCE: Website
NAME: Donna Kuzmiski

COMMENT:

Gondola is the way to go. **(32.2.9D)** Also, what happened to the proposed gondola coming from the east side in Midway? That would be a huge traffic eliminator in the canyon! **(32.2.2N)**

COMMENT #: 5451
DATE: 8/11/21 12:14 PM
SOURCE: Website
NAME: Bryce Johnson

COMMENT:

Please ...please please do the Gondola! (32.2.9D)

COMMENT #: 5452
DATE: 8/11/21 12:15 PM
SOURCE: Website
NAME: Andrew Beelen

COMMENT:

I am long-time Alta skier (since 1989) and I lived in SLC 2008-2014. Maintaining access and minimizing environmental impacts are imperative. I support the gondola rather than increasing bus serve. **(32.2.9D)** As an alternative, I suggest a monorail. **(32.2.2I)**

COMMENT #: 5453
DATE: 8/11/21 12:15 PM
SOURCE: Website
NAME: Charles Carmichael

COMMENT:

Neither plan should affect ALTA Shuttle customers. (32.29D)

COMMENT #: 5454
DATE: 8/11/21 12:15 PM
SOURCE: Website
NAME: Anthony Kaye

COMMENT:

I support the proposed gondola as the more environmentally friendly option and the option most likely to draw tourists and skiers. It's worth the expense. **(32.2.9D)**

COMMENT #: 5455
DATE: 8/11/21 12:15 PM
SOURCE: Website
NAME: Alex Mickel

COMMENT:

GONDOLA! (32.2.9D)

COMMENT #: 5456
DATE: 8/11/21 12:15 PM
SOURCE: Website
NAME: Karl Hipchen

COMMENT:

Gondola sounds like a great idea!! **(32.2.9D)**

COMMENT #: 5457
DATE: 8/11/21 12:15 PM
SOURCE: Website
NAME: Sam Baldwin

COMMENT:

Gondolaaaaaaaaaaaaaaaaaaaaaaaaaaaa!!! (32.2.9D)

COMMENT #: 5458
DATE: 8/11/21 12:17 PM
SOURCE: Website
NAME: Bryant Tchida

COMMENT:

The gondola option makes a lot of sense. We skied at Alta and Snowbird last year and would have used the gondola if that were an option. Less emissions, easier to get there. **(32.2.9D and 32.10A)**

COMMENT #: 5459
DATE: 8/11/21 12:17 PM
SOURCE: Website
NAME: Chris Stowell

COMMENT:

As a user of the canyon both in the winter and summer time, a gondola will provide the community with the best long term option, provide great access to the canyons and further minimize traffic. While the upfront investment will be higher, it will better serve the Wasatch Front over the long term. **(32.2.9D)**

COMMENT #: 5460
DATE: 8/11/21 12:17 PM
SOURCE: Website
NAME: Calvin Kinghorn

COMMENT:

The gondola option would preserve the canyon, and provide a safe option for travel regardless of road condition. I fully support this investment in the future of LCC. **(32.2.9D and 32.17A)**

COMMENT #: 5461
DATE: 8/11/21 12:18 PM
SOURCE: Website
NAME: Henry Heyburn

COMMENT:

Great to see this issue being addressed. Of the two preferred recommendations I support the gondola. Here are my reasons: **(32.2.9D)**

1. Reduced impact on wildlife. **(32.13A and 32.13B)**
2. Increased reliability. **(32.2.9D and 32.2.6.5K)**
3. Sense of commitment. Buses come and go! On one hand they offer some flexibility, ie. bigger buses, buses using different fuels but in the end buses seem like more of a short term approach. If there were a reasonable way to build the rail project and reduce the chances for delay I would support that approach. **(32.2.9F)**

Anything to get us away from automobiles seems favorable.

COMMENT #: 5462
DATE: 8/11/21 12:19 PM
SOURCE: Website
NAME: Daniel Herrmann

COMMENT:

I believe a gondola is a great option to reduce pollution, improve mountain attendance, and avoid potential issues with car accidents on icy roads (**32.2.9D and 32.10A**).

COMMENT #: 5463
DATE: 8/11/21 12:20 PM
SOURCE: Website
NAME: Jerry Eldredge

COMMENT:

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

COMMENT #: 5464
DATE: 8/11/21 12:21 PM
SOURCE: Website
NAME: Natalie St Denis

COMMENT:

I support the Gondola in comparison with the other alternatives presented as a solution to traffic and avalanche problems on SR-210. **(32.2.9D)** However, as a homeowner in the Village at Sugarplum, I cannot support this project as currently proposed. Building a large, loud, and disruptive Gondola system to go right over the private homes of most of the residents in Little Cottonwood Canyon is not practical - this is an issue of privacy and mountain solitude, as well as property value. **(32.4E, 32.11D, and 32.17A)** We own our home in Alta as an escape from the noise of more urban areas, as well as the privacy that a small mountain town offers. **(32.11D)** We consider ourselves very lucky to live where we do, and of course, we also live up here for job proximity and ease of outdoor recreation (i.e., more than the financial aspect of it). However, owning a home anywhere is an investment, and it is hard to get on board with something that will cause the value of that investment to plummet. I think the route of this Gondola and the placement of the towers needs to be seriously re-thought before this option can be proposed as viable. **(32.2.6.5DD)**

COMMENT #: 5465
DATE: 8/11/21 12:23 PM
SOURCE: Website
NAME: Eric Pepper

COMMENT:

Having skied Alta since late 80s, I have a good sense of the traffic issues on 210. I think the gondola is the best long-term solution. It's weather neutral. Even enhanced bus lanes would be down during avalanche episodes unless costly concrete avalanche covers were added. **(32.2.9D and 32.2.6.5K)**

COMMENT #: 5466
DATE: 8/11/21 12:24 PM
SOURCE: Website
NAME: Philip Huemmler

COMMENT:

I urge you to consider a train system similar to Zermatt, Switzerland. **(32.2.9F)**

COMMENT #: 5467
DATE: 8/11/21 12:24 PM
SOURCE: Website
NAME: Anna VA VA Polesny

COMMENT:

Do not change anything. Keep Alta and Snowbird emote and as inaccessible as possible. It is getting too crowded. No need for more capacity. **(32.20A, 32.20C, and 32.2.9G)**

COMMENT #: 5468
DATE: 8/11/21 12:25 PM
SOURCE: Website
NAME: Brian Lewis

COMMENT:

I am a Sandy resident and frequent LCC user (75 days last season). I want to express my strong opposition to proceeding with the gondola for the following reasons **(32.2.9E)**

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

For the foregoing reasons I strongly oppose the gondola solution

COMMENT #: 5469
DATE: 8/11/21 12:27 PM
SOURCE: Website
NAME: Julie Adams-Chatterley

COMMENT:

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

COMMENT #: 5470
DATE: 8/11/21 12:28 PM
SOURCE: Website
NAME: Zachariah Chatterley

COMMENT:

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

COMMENT #: 5471
DATE: 8/11/21 12:28 PM
SOURCE: Website
NAME: Stephanie Gardiner

COMMENT:

I believe that expanding the current bus system is a better alternative for public transport on SR-210 than the proposed gondola. **(32.2.9A)** My primary concern is the gondola system is only helping those that want access to the resorts while leaving many other backcountry users to fend for themselves. What about backcountry skiers, hikers, snowshoers mountain bikers and runners that want to use SR-210? **(32.1.2B, 32.1.2D, 32.2.7A, 32.4G, 32.7B, and 32.7C)** Seems like it would be much easier to expand the bus system and consequently expand access to all parts of the canyon and not just the resorts. **(32.2.6.3C)** Not to mention with the recent climate report from the IPCC, skiing in Utah may well be on the decline **(32.2.2E)**. Should we build an expensive gondola that caters to ski resorts that may not be able to operate in a certain amount of years or create a better system that can be used during all seasons for years to come. Don't think it will work? Take a look at Zion NP. There is essentially a bus network that allows at least 675,000 people per day (June 2021, NPS stats report) to enjoy the splendors of the park (hiking, climbing, backpacking, canyoneering). **(32.2.2B)** This only works because the busses can stop at MULTIPLE trail heads and locations. Not just two main "ski resorts."**(32.2.6.3C)** Expanding the bus system, not just up SR-210, but all around the city, would allow greater and more sustainable access to the canyon. Isn't that what we are looking for--greater transportation for all, not the few (and wealthy)? **(32.2.2I and 32.5A)**

COMMENT #: 5472
DATE: 8/11/21 12:28 PM
SOURCE: Website
NAME: Viktor Simovski

COMMENT:

I truly appreciate the efforts to identify solutions to minimize car traffic in LCC. However, the gondola -- or any permanent structure -- in LCC is a bad decision. **(32.2.9E)** LCC canyon is beautiful and the intrusion of more man-made structures is a disservice to the protection and beauty of LCC and those that recreate in it. **(32.17C)** More practically, the gondola only serves to enhance traffic during the ski season -- which will continue to get shorter as climate change progresses. **(32.2.2E)** It only reduces traffic for those that recreate at Alta and Snowbird. It runs only during ski season, and will be an absolute eyesore in LCC for generations to come. **(32.1.2C, 32.1.2D, 32.2.7A, 32.2.6.5F, 32.7B, and 32.7C)**

The cost is not worth it.

We have buses. Use what we have but better. Rather than destroy the canyon with a hideous, nonfunctional gondola that serves a fraction of people in SLC that recreate in LCC year round for a variety of activities, enhance the bus system with ecofriendly vehicles and run them more often!**(32.2.9A)**

The most important thing here is that we need to incentivize people to take the bus, or make it untenable to drive in the canyon during peak hours. **(32.2.4A)**

- Firstly, Alta and Snowbird need to enhance their locker systems to accommodate more people coming in with ski bags and gear. **(32.2.3A)**
- Ban anyone driving into the canyon during morning ski hours unless they have 4+ people in their car (unless they work or live in the canyon) **(32.2.4A)**
- Build ski specific buses that make it comfortable to ride them with ski gear **(32.2.6.3E)**
- Have more stops for skiers to get on the bus before LCC to avoid congestion at the mouth of the canyon **(32.2.6.N and 32.2.2I)**

This is not difficult.

There is no need to widen the LCC road for buses. Ban people from driving into the canyon during peak am ski hours. If people want to ski bad enough, they will take the bus. **(32.2.2L and 32.2.2B)**

TLDR: Don't destroy LCC with a limited use gondola for the marginal convenience of a few people. Skiers understand the damage that canyon traffic is causing the environment -- they won't be hurt by the banning of cars going up that canyon, therefore the resorts won't suffer. **(32.2.2L)** What we really need is better tools using what we already have (better designed busses, close canyon during peak hours unless you have 4+ or live in the canyon). And lastly, consider hiring a behavioral psychologist/economist to help with how we can incentivize people to use the things we already have -- they'll know better than you and I. **(32.2.4A)**

Thank you for reading. I would love to provide more feedback or help in any way.

COMMENT #: 5473
DATE: 8/11/21 12:29 PM
SOURCE: Website
NAME: Eddie Stevens

COMMENT:

I do not support the road widening or gondola options. **(32.2.9C and 32.2.9E)** I live in Sandy and pay taxes in UT. I believe that other options should be explored, such as increased bus service, and tolling on busy weekends in the winter. **(32.2.9A and 32.2.4A)**

COMMENT #: 5474
DATE: 8/11/21 12:29 PM
SOURCE: Website
NAME: Bill Hendrickson

COMMENT:

The alp countries in Europe successfully use trams and gondolas to move skiers from transfer stations to the slopes, and even from one ski area to others. Let's follow their example. The gondola solution will provide predictable and continuous access to snow when it's snowing (day or night), will reduce car emissions, will reduce noise, will maintain water quality (implement rigorous SWPPP plan during construction), and provide a spectacular experience for gondola riders. **(32.2.9D, 32.10A, 32.11D, and 32.12A)**

COMMENT #: 5475
DATE: 8/11/21 12:31 PM
SOURCE: Website
NAME: Jonathan Lee

COMMENT:

The lesser of two evils is the enhanced bus/widened road. However, the easiest and cheapest option is to enforce carpooling and existing bus service. **(32.2.9B and 32.2.4A)**
I don't agree that taxpayers should be the ones to indirectly fund the project, regardless of which option is adopted. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5476
DATE: 8/11/21 12:32 PM
SOURCE: Website
NAME: Jason Marsh

COMMENT:

I think this seems like a good longterm solution to the current problem with the canyon and traffic.
(32.29D)

COMMENT #: 5477
DATE: 8/11/21 12:33 PM
SOURCE: Website
NAME: Chris Cochella

COMMENT:

Prefer enhanced bus. (32.2.9A)

Modest steps to learn.

Use existing parking in valley (little construction) UU, purchase proper buses w good racks, hire teens to help load, make it a nice experience. (32.2.2I)

Restrict cars to bus. (32.2.2L)

Measure and learn.

COMMENT #: 5478
DATE: 8/11/21 12:33 PM
SOURCE: Website
NAME: Justin Doll

COMMENT:

We do NOT NEED to widen S.R. 210! We do NOT NEED to build a gondola! **(32.2.9C and 32.2.9E)**
We do NOT WANT to see these UDOT preferred alternatives in our canyon! Alleviating ski traffic can be done without using tax payers money to fund Alta and Snowbird expansion! **(32.2.7A)** Stop trying to turn the Wasatch into a corporate Disneyland and keep it natural! This is a a very good resource that outlines other options:

<https://www.savelittlecottonwood.com/solutions>

Note added by comment reviewer – Here are the alternatives listed at the link

- **increasing bus capacity (regional hubs) (32.2.2I)**
- **mobility hubs (32.2.2I)**
- **incentivizing riders to take transit (32.2.4A)**
- **minimizing impact (32.2.9A)**
- **affordability (32.2.4A)**
- **creating a system that is easy to use (32.2.9A)**

COMMENT #: 5479
DATE: 8/11/21 12:34 PM
SOURCE: Website
NAME: Timothy Bair

COMMENT:

Having grown up in Salt Lake City in the 60's and 70's and coming back from the East coast pretty much every year for a ski vacation the last 30 years, we are fully aware of the difficulties of transporting skiers up the canyon. Nothing worse than getting to the mouth of the canyon on a powder day only to be turned away because of the travel restrictions because your rental vehicle does not have the proper equipment. Not to mention, you forgot your bus pass! We are all for the gondola system! Sounds awesome and can't wait to take a ride. **(32.2.9D)**

COMMENT #: 5480
DATE: 8/11/21 12:37 PM
SOURCE: Website
NAME: Clark Lowder

COMMENT:

Pro Gondola **(32.2.9D)**

COMMENT #: 5481
DATE: 8/11/21 12:39 PM
SOURCE: Website
NAME: Christopher Brooks

COMMENT:

I believe the gondola is the better option. As someone who travels to the area often for skiing, I would love to avoid worrying about being on the dangerous roads in a car or a bus. The gondola not only ensures regular access, I believe it would be an attraction in and of itself. **(32.2.9D)**

COMMENT #: 5482
DATE: 8/11/21 12:39 PM
SOURCE: Website
NAME: Paul Isenmann

COMMENT:

No gondola, please (32.2.9E)

COMMENT #: 5483
DATE: 8/11/21 12:40 PM
SOURCE: Website
NAME: Duncan Richey

COMMENT:

This is such an amazing idea! It would make the mountain so much more accessible and convenient for so many people. I think to not go through with this idea would be a huge mistake. **(32.29D)**

COMMENT #: 5484
DATE: 8/11/21 12:40 PM
SOURCE: Email
NAME: Grace Tyler

COMMENT:

Dear Utah Department of Transportation (UDOT),

Dear Utah Department of Transportation,

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

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Grace Tyler
Wanship, UT

COMMENT #: 5485
DATE: 8/11/21 12:40 PM
SOURCE: Website
NAME: Kirsten Schiel

COMMENT:

Please do not ruin our canyon with a gondola. (32.2.9E)

COMMENT #: 5486
DATE: 8/11/21 12:42 PM
SOURCE: Website
NAME: Dean Moncur

COMMENT:

Snowfall in Little Cottonwood Canyon brings skiing and traffic congestion. Weather bringing snow also brings traffic delays and congestion, not only in the canyons but onto Wasatch Blvd. as well. Weather reduces the road's traffic flow as it becomes slick and creates traffic backups because of accidents, snow removal and avalanches.

The gondola option will better reduce winter traffic congestion than the enhanced bus alternative because it doesn't use the canyon road which is often slick and riddled with avalanches. The gondola alternative is more environmentally friendly than the enhanced bus alternative, because it doesn't require more paving to widen the roads and increased emissions from more buses. It's also quieter and aesthetically less invasive than the sights and sounds of more buses running up and down the canyon. **(32.2.9D, 32.10A, 32.17A, 32.17B, 32.11A, and 32.11D)**

COMMENT #: 5487
DATE: 8/11/21 12:42 PM
SOURCE: Website
NAME: Ben Beasley

COMMENT:

I have been consistently recreating in LCC for 20 years in all four seasons (climbing, hiking, skiing) and hold a season pass at Alta. I love that canyon, and am very concerned with what happens to it.

I am strongly in support of expanded bus service and very strongly opposed to the idea of a tram. **(32.2.9B and 32.2.9E)** A key goal, as per the EIS website, is to 'preserve the value of the Wasatch Mountains,' but the value of mountains and wilderness areas is in their specific nature as places separate from the city. **(32.1.2B)** Introducing a massive mechanized steel eyesore of towers, cables, and tramcars, visible from every part of the canyon and most of its side canyons, will destroy the nature of a huge part of what makes Little Cottonwood so special. **(32.17A)**

The primary issue of concern seems to be traffic congestion during a few hours a day on a few winter days, but the tram would be a permanent blight on the canyon every day of the year, forever, and would negatively impact every other user of the canyon on every day. **(32.17A and 32.1.4D)** Building a tram is the opposite of acting as stewards of these incredible resources we have been given for future generations - rather, it destroys what makes them so special.

Further, it seems clear that a tram cannot really fix even the problem of access during certain winter days, given its small capacity in the face of thousands of skiers looking to enter and exit the resorts all at the same time. And the additional hours to park, walk, wait in long lines, ride the tram, and then do it again at the end of the day, just seems crazy - especially when you can still just drive to the resort and avoid all of that. **(32.7B, 32.7C, 32.2.6.5C, and 32.2.4A)**

Buses are highly flexible and easy to use and adapt as needed, as Zion has demonstrated. They work so well there. Zion has become massively more highly visited over the past few years, but the only change that needs to happen there is to add more bus service so the bus lines are shorter. In Zion, there's not a lot of room for parking, but the Wasatch Blvd area has many spots that can be developed. With a LCC gondola, what would we do to address further crowding as the city grows - build another gondola line ten years from now? **(32.2.2B and 32.2.6.2.1C)**

Buses are far more flexible. Numbers can be increased or decreased depending on the needs of the canyon, even based on the time of day or snowfall predictions, as well as over time as the city grows. **(32.2.6.3D)** They can be used by the many other canyon uses, not just winter skiers. And of course they don't require changing the nature of what makes LCC such an amazing place. **(32.2.6.3C)**

Salt Lake is growing rapidly, and I support that growth. It's a wonderful city, but part of what makes it wonderful is maintaining the Wasatch and its canyons as separate as possible from the city. Please don't destroy one of the crown jewels of the Salt Lake area and what I believe to be one of the most beautiful canyons in the world by building a towering monstrosity of a tram line. **(32.2.9E)**

COMMENT #: 5488
DATE: 8/11/21 12:42 PM
SOURCE: Website
NAME: Lauren Brady

COMMENT:

I would love to see the gondola option!!(32.2.9D)

COMMENT #: 5489
DATE: 8/11/21 12:43 PM
SOURCE: Website
NAME: Duncan Richey

COMMENT:

I didn't specify in my previous comment but the gondola is an amazing idea and should be the alternative the DOT implements. It would give a more accessible, convenient alternative to driving (either in car or bus) that would almost always be open and always free from congestion **(32.2.9D)**

COMMENT #: 5490
DATE: 8/11/21 12:46 PM
SOURCE: Email
NAME: Todd Newnam

COMMENT:

I am a homeowner in Park City, UT. I ski at Alta and Snowbird and have experienced the traffic issues many times particularly during and following inclement weather that is good for skiing.

I support the proposed Gondola system instead of widening the road. The Gondola seems to provide the most cost effective, environmentally beneficial long term solution. **(32.2.9D)**

Thank you.

Todd R. Newnam
Park City, UT

COMMENT #: 5491
DATE: 8/11/21 12:47 PM
SOURCE: Website
NAME: Benjamin Rubenstein

COMMENT:

Build the gondola! It will be awesome! (32.2.9D)

COMMENT #: 5492
DATE: 8/11/21 12:47 PM
SOURCE: Website
NAME: Reid Watts

COMMENT:

As a out-of-state skier who has skied Little Cottonwood for 40 years and have also skied many European areas, I fully support the gondola alternative in the UDOT Draft EIS and hope it comes to fruition. **(32.2.9D)**

COMMENT #: 5493
DATE: 8/11/21 12:48 PM
SOURCE: Website
NAME: Nickolai Borba

COMMENT:

Please don't fill the canyon with poles and cables to obstruct the beauty everyday to fix a problem that only occurs 20 days a year. Gondola is not the right answer. I go to the canyon often and I think it would take the natural beauty away. **(32.2.9E and 32.17A)** I say widen the road and call it good with more busses if you need it. **(32.2.9B)** all you are doing is expanding infrastructure that is already there rather than keeping it and adding a whole new system. I say no gondola.

COMMENT #: 5494
DATE: 8/11/21 12:49 PM
SOURCE: Website
NAME: Sarah Johnson

COMMENT:

I would love to see a Gondola system but into the canyons. We have used the gondola system put into Disneyworld recently. We loved it! I think it would be a consistent way to bring people up and down the mountain, with less risk of dangerous road conditions, and accidents. I believe there would be less environmental impact long term as well. As a Utah Native I am a huge supporter of our natural resources, and love skiing. Let's support the economic growth that comes from our beautiful ski resorts, and continue to prioritize environmental stability for our canyons. **(32.2.9D)**

COMMENT #: 5495
DATE: 8/11/21 12:49 PM
SOURCE: Website
NAME: Kieran Lenssen

COMMENT:

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

COMMENT #: 5496
DATE: 8/11/21 12:50 PM
SOURCE: Website
NAME: Denise Keller

COMMENT:

I am in favor of the gondola going up Little Cottonwood. It seems like it's the safest for people as compared to the bus that can and has slid off the road during winter conditions. **(32.2.9D)**

COMMENT #: 5497
DATE: 8/11/21 12:50 PM
SOURCE: Website
NAME: James Bradley

COMMENT:

Gondola seems like the much better option as people won't see any reason to use the bus if it gets stuck in the same traffic as their car. Unless you shut down the road to everything but busses and utility vehicles (which could work) the bus would wind up being empty and stuck in traffic too. **(32.2.9D)**

COMMENT #: 5498
DATE: 8/11/21 12:52 PM
SOURCE: Website
NAME: Bruce C Hochberg

COMMENT:

The 32 seat heated Gondola option makes the most sense. It will move people up to the ski areas when the road is closed due to heavy snow fall and car/ bus slide offs. Also less of an environmental impact. More buses means widening the road. **(32.2.9D)**

COMMENT #: 5499
DATE: 8/11/21 12:53 PM
SOURCE: Website
NAME: Rachel Forrest

COMMENT:

I support the gondola as it seems to be the better option. (32.2.9D)

COMMENT #: 5500
DATE: 8/11/21 12:53 PM
SOURCE: Website
NAME: Harald Stock

COMMENT:

I support the tram / gondola solution, and more stringent interim measures until full implementation.
(32.2.9D)

COMMENT #: 5501
DATE: 8/11/21 12:54 PM
SOURCE: Website
NAME: Sharon Pedersen

COMMENT:

A gondola makes the absolute most sense. It's so apparent that I'll not be surprised if it is not chosen. PS I work for the government and more times than not - the decision isn't made on what makes good common sense. **(32.2.9D)**

COMMENT #: 5502
DATE: 8/11/21 12:56 PM
SOURCE: Website
NAME: Brandon Richards

COMMENT:

I visit Alta and Snowbird multiple times each ski season (I live in North Carolina) and would love to see the Gondola option come to fruition. Less emissions and greater access during storms! Thank you.
Brandon Richards
(32.2.9D and 32.10A)

COMMENT #: 5503
DATE: 8/11/21 12:57 PM
SOURCE: Email
NAME: Benjamin Beasley

COMMENT:

Dear UDOT team:

First, thank you very much for the care you have taken with respect to decisions surrounding Little Cottonwood Canyon transit. I appreciate the years of effort and discussion that have gone into identifying alternatives and getting input from the community about this. From similar projects that I have worked on, I know that this is not easy, and that weighing different interests is complex and challenging.

I write today to share my thoughts. By way of background, I am a real estate and business attorney, have been consistently recreating in LCC for nearly 25 years in all four seasons (climbing, hiking, skiing), and hold a season pass at Alta. I love that canyon, and am very concerned with what happens to it - for myself, and for my children.

I am strongly in support of expanded bus service and very strongly opposed to the idea of a tram. **(32.2.9B and 32.2.9E)** A key goal, as per the EIS website, is to 'preserve the value of the Wasatch Mountains,' but the value of mountains and wilderness areas is in their specific nature as places separate from the city. **(32.1.2B)** Introducing a massive mechanized steel eyesore of towers, cables, and tramcars, visible from every part of the canyon and most of its side canyons, will destroy the nature of a huge part of what makes Little Cottonwood so special. **(32.17A)**

The primary issue of concern seems to be traffic congestion during a few hours a day on a few winter days, but the tram would be a permanent blight on the canyon every day of the year, forever, and would negatively impact every other user of the canyon on every day. **(32.17A and 32.1.4D)** Building a tram is the opposite of acting as stewards of these incredible resources we have been given for future generations - rather, it destroys what makes them so special.

Further, it seems clear that a tram cannot really fix even the problem of access during certain winter days, given its small capacity in the face of thousands of skiers looking to enter and exit the resorts all at the same time. And the additional hours to park, walk, wait in long lines, ride the tram, and then do it again at the end of the day, just seems crazy - especially when you can still just drive to the resort and avoid all of that. **(32.7B, 32.7C, 32.2.6.5C, and 32.2.4A)**

Buses are highly flexible and easy to use and adapt as needed, as Zion has demonstrated. They work so well there. Zion has become massively more highly visited over the past few years, but the only change that needs to happen there is to add more bus service so the bus lines are shorter. In Zion, there's not a lot of room for parking, but the Wasatch Blvd area has many spots that can be developed. With a LCC gondola, what would we do to address further crowding as the city grows - build another gondola line ten years from now? **(32.2.2B and 32.2.6.2.1C)**

Buses are far more flexible. Numbers can be increased or decreased depending on the needs of the canyon, even based on the time of day or snowfall predictions, as well as over time as the city grows. **(32.2.6.3D)** They can be used by the many other canyon uses, not just winter skiers. And of course they don't require changing the nature of what makes LCC such an amazing place. **(32.2.6.3C)**

Salt Lake is growing rapidly, and I support that growth. It's a wonderful city, but part of what makes it wonderful is maintaining the Wasatch and its canyons as separate as possible from the city. Please

don't destroy one of the crown jewels of the Salt Lake area and what I believe to be one of the most beautiful canyons in the world by building a towering monstrosity of a tram line. **(32.2.9E)**

COMMENT #: 5504
DATE: 8/11/21 12:59 PM
SOURCE: Website
NAME: Grenville Sutcliffe

COMMENT:

I like the Gondola alternative. **(32.2.9D)**

COMMENT #: 5505
DATE: 8/11/21 1:00 PM
SOURCE: Website
NAME: Ron Jasensky

COMMENT:

If the two options, gondola or expanded bus, I think the gondola approach is ultimately the best to handle traffic during foul weather. **(32.2.9D)**

COMMENT #: 5506
DATE: 8/11/21 1:00 PM
SOURCE: Website
NAME: Andrew Ray

COMMENT:

The Gondola option is the ONLY option on the table that solves the problem. The others just kick the can down the road and will lead to more pollution, congestion and misery for those wanting an awesome day out. **(32.2.9D, 32.10A, and 32.7C)**

If I was in charge I would stop / severely limit vehicular traffic up the canyon and make it an amazing place for all to visit. **(32.2.4A)**

COMMENT #: 5507
DATE: 8/11/21 1:01 PM
SOURCE: Website
NAME: Anna Lindstrom

COMMENT:

No gondola. It will destroy our canyon. **(32.2.9E)** Either expand the existing busing or just do the snow shreds. The snow shreds are biggest way to fix the problem. **(32.2.9A and 32.2.9K)**

COMMENT #: 5508
DATE: 8/11/21 1:03 PM
SOURCE: Website
NAME: Judith Miller

COMMENT:

I live in Atlanta but have been skiing at Alta (and sometimes Snowbird) for at last 20 days each winter for the past few years. I stay a Snowbird (have 25 days reserved in the Lodge already - yikes, \$\$\$) and usually take the bus up to Alta. I love the bus but also support the gondola. Traffic up the canyon is awful. I would glad take the gondola from Snowbird to Alta. Ditto the bus. And as I become a better skier, could use the tunnel/go via Mineral Basin to get back and forth. I am flexible but think the gondola will have real advantages. **(32.2.9D)**

COMMENT #: 5509
DATE: 8/11/21 1:08 PM
SOURCE: Website
NAME: Matthew Nolan

COMMENT:

The gondola does not provide an easier option to the bulk of the visitors that ultimately create the congestion. **(32.2.9E)** A family of 4, coming to SLC to enjoy skiing and riding, will not be interested in having to make multiple transfers from car to bus, bus to bus, bus to gondola, and gondola to gondola **(32.2.6.5J)**. The amount of effort required to make these transfers does not appeal to anyone that has had to drag their equipment and children, therefore the gondola option will not be utilized to the level needed to reduce congestion. **(32.2.4A and 32.7C)** Furthermore, the gondola only will provide additional access to mountain resorts, which doesn't address any congestion generated by the numerous other recreational users of the canyon. **(32.1.2D, 32.2.7A, and 32.7C)**

If the resorts want the gondola, put your money where your mouth is an pay for the enormous tax bill you have shifted to the residents of SLC. **(32.2.7A)**

COMMENT #: 5510
DATE: 8/11/21 1:09 PM
SOURCE: Website
NAME: Garrett Goodwin

COMMENT:

I favor a gondola because it's operation seems less susceptible to weather impact. **(32.2.9D)**

COMMENT #: 5511
DATE: 8/11/21 1:09 PM
SOURCE: Website
NAME: Caitlin Nevins

COMMENT:

I think the gondola would be the better option, as the weather impacts that cause the most congestion would be felt more acutely by the buses rather than the gondola. **(32.2.9D)**

COMMENT #: 5512
DATE: 8/11/21 1:10 PM
SOURCE: Website
NAME: Amos Lu

COMMENT:

The gondola option is by far the least disruptive to the environment over the long run. Other alternatives are at best a band aid which will still steadily impact the geological stability of the canyon as well as contribute to environmental degradation. (32.2.9D, 32.12A, 32.12B, 32.13A, 32.13B, 32.17A, and 32.17B)

COMMENT #: 5513
DATE: 8/11/21 1:12 PM
SOURCE: Website
NAME: Ana Echenique

COMMENT:

I believe that the Little Cottonwood Canyon gondola address is the weather and traffic concerns and emissions concerns better than expanding the bus service. **(32.2.9D and 32.10A)**

COMMENT #: 5514
DATE: 8/11/21 1:12 PM
SOURCE: Website
NAME: Jeff Troyer

COMMENT:

Thank you for your hard work on this important issue UDOT, I travel SR210 5 days a week. I am completely in favor of the gondola option, we don't want more vehicles in the canyon. **(32.2.9D)**

In addition I encourage you to implement the traction law full time from Nov. 1st until the end of April, a metering traffic signal at Snowbird entrances similar to the ones on freeway entrance ramps would be a great thing for visitors and employees who go to the top of the canyon. I am an Alta employee and lifetime resident of Sandy **(32.2.2M and 32.2.2XX)**

COMMENT #: 5515
DATE: 8/11/21 1:13 PM
SOURCE: Website
NAME: Paul Schnarr

COMMENT:

i believe all tires should have the 3 peak mountain snowflake in winter, similar to laws in British Columbia, Quebec and parts of Europe **(32.2.2M)**

COMMENT #: 5516
DATE: 8/11/21 1:17 PM
SOURCE: Website
NAME: K Marsden

COMMENT:

I prefer the gondola. It is historically tied to skiing. The gondola addresses the issues of avalanche, crowding and carbon fumes. **(32.2.9D and 32.10A)**

COMMENT #: 5517
DATE: 8/11/21 1:17 PM
SOURCE: Website
NAME: Amelia Hilterbrand

COMMENT:

I think this is a fantastic idea! BUILD THE GONDOLA! (32.2.9D)

COMMENT #: 5518
DATE: 8/11/21 1:20 PM
SOURCE: Website
NAME: Beau Carlson

COMMENT:

As a life long Utah resident, I support the Gondola option not only for the safety it provides during hazardous winter driving conditions, regardless of in a bus or a personal vehicle, its dangerous to drive in winter conditions, the Gondola also brings great views and attractions for the summer activities that will open up to our beautiful canyon, for biking hiking, restaurant patronage. **(32.2.9D)**

COMMENT #: 5519
DATE: 8/11/21 1:22 PM
SOURCE: Website
NAME: Aaron Wen

COMMENT:

Please build a gondola! A gondola would significantly improve traffic by reducing the dependence of travelers on the canyon's slick roads during the winter **(32.2.9D)**

COMMENT #: 5520
DATE: 8/11/21 1:22 PM
SOURCE: Website
NAME: Gregory Smith

COMMENT:

I've reviewed the pros and cons, and this gondola appears to be the most viable solution **(32.2.9D)**

COMMENT #: 5521
DATE: 8/11/21 1:22 PM
SOURCE: Website
NAME: Thomas Tomeny

COMMENT:

The comprehensive and long term solution is to link all of the central Wasatch ski areas by building a few more lifts near Guardsman Pass. And then build an access lift from the Jordanelle State Park, where thousands of cars can park, to roughly the top of Guardsman Pass. Get the cars out of the canyons and have them park on the flatter, safer side of the Wasatch. **(32.1.5B)** Put tolls on the existing canyon roads to pay for the whole project. Separately owned ski areas can share revenues based on pass scans. **(32.2.4A)**

COMMENT #: 5522
DATE: 8/11/21 1:23 PM
SOURCE: Website
NAME: Les J

COMMENT:

I don't see anything about capacity per hour in the FAQs. Peak capacity, able to meet ski rush is key, as well as the p.m. exodus. **(32.1.4F)**

COMMENT #: 5523
DATE: 8/11/21 1:23 PM
SOURCE: Website
NAME: Bryan Hilterbrand

COMMENT:

I like the gondola idea. I think it will provide an easy solution to the problems Little Cottonwood Canyon is facing. **(32.2.9D)**

COMMENT #: 5524
DATE: 8/11/21 1:24 PM
SOURCE: Website
NAME: Melani Harker

COMMENT:

Gondola (32.2.9D)

COMMENT #: 5525
DATE: 8/11/21 1:24 PM
SOURCE: Website
NAME: Barbara Marsh

COMMENT:

I am in favor of the gondola to decrease the congestion in Little Cottonwood Canyon. It seems the more viable option since travelers will be up and out of the winter storms **(32.2.9D)**

COMMENT #: 5526
DATE: 8/11/21 1:28 PM
SOURCE: Website
NAME: Stuart Ellen Masters

COMMENT:

We've been skiing Alta & Snowbird since 1975. Love, love what you offer. We strongly favor the gondola alternative. **(32.2.9D)**

COMMENT #: 5527
DATE: 8/11/21 1:28 PM
SOURCE: Website
NAME: JoBeth Shealy

COMMENT:

Please seriously consider the gondola option for Little Cottonwood Canyon. It is the best option for the environment and Utah. **(32.2.9D)**
Thank you

COMMENT #: 5528
DATE: 8/11/21 1:30 PM
SOURCE: Website
NAME: Gerald Polk

COMMENT:

I am most in favor of the gondola alternative. Better reliability and lower environmental impact.
(32.2.9D)

COMMENT #: 5529
DATE: 8/11/21 1:30 PM
SOURCE: Website
NAME: Andrew Brignone

COMMENT:

Do the gondola (32.2.9D)

COMMENT #: 5530
DATE: 8/11/21 1:31 PM
SOURCE: Website
NAME: Brian Teigen

COMMENT:

I am in favor of the gondola option to little cottonwood canyon. **(32.2.9D)**

COMMENT #: 5531
DATE: 8/11/21 1:32 PM
SOURCE: Website
NAME: Kipp Hammon

COMMENT:

I like the idea of the gondola, but how will people get to all the trailheads which are lower down the canyon? **(32.2.6.5G and 32.1.2D)**
Buses only work with a dedicated bus lane, otherwise they get stuck behind cars

COMMENT #: 5532
DATE: 8/11/21 1:32 PM
SOURCE: Website
NAME: Kelly Stewart

COMMENT:

Why start with such a vast money and construction project that only targets a portion of the users of the canyon. You're basically funding the rich to have more convenient skiing options. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Start with increased mouth of canyon parking and bus times: this benefits all users. **(32.2.9A and 32.2.6.3C)**

COMMENT #: 5533
DATE: 8/11/21 1:33 PM
SOURCE: Website
NAME: Ron Watson

COMMENT:

Outstanding concept! I will be first in line! We need to preserve the beauty of nature for generations to come by decreasing traffic flow throughout Little Cottonwood Canyon. **(32.29D)**

COMMENT #: 5534
DATE: 8/11/21 1:33 PM
SOURCE: Website
NAME: Trent Rolf

COMMENT:

I am a Cottonwood Heights resident. At first I was opposed to the gondola because I would have to drive to one of the transit centers, then take a bus before I actually get to the gondola. However it looks like now there will be parking at the La Caille gondola station. If this is the case, I would definitely use this instead of my car. **(32.2.9D)**

COMMENT #: 5535
DATE: 8/11/21 1:35 PM
SOURCE: Website
NAME: Ria Cousineau

COMMENT:

I fully support the gondola option. Not only does it eliminate many weather-related issues of the road, it has a smaller carbon impact on the earth. **(32.2.9D and 32.10A)**

COMMENT #: 5536
DATE: 8/11/21 1:37 PM
SOURCE: Website
NAME: Wayne Askew

COMMENT:

The Gondola makes long term sense. The bus is only a temporary solution. **(32.2.9D)**

COMMENT #: 5537
DATE: 8/11/21 1:37 PM
SOURCE: Email
NAME: Marianne Teerlink

COMMENT:

Dear Utah Department of Transportation (UDOT),

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

Please do NOT construct a gondola system in Little Cottonwood Canyon. I am strongly opposed to using taxpayer funds to prop up the ski industry. A gondola would only serve the ski resorts' private interests. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Our canyon belongs to the public and is a delicate natural resource for water, open land, wildlife, and many different forms of recreation other than downhill skiing. The gondola would not solve the traffic problems in our community. **(32.7C)** An enhanced bus system would serve all users of the canyon and also alleviate many of the current traffic issues. **(32.2.6.3C)** I urge you to make the best decision for the greatest number of people and for the protection of the incredible natural resources in the Wasatch mountains. The ski resorts rely on public land and public funds to keep a dying industry alive, while they increasingly only serve an elite portion of the population. I do not want to see any more public resources sacrificed to cater to the economic needs of two single ski resort businesses.

- 1). Is the goal to reduce private vehicles in the canyons? **(32.1.2B)** UDOT's own proposal says the gondola won't reach that mark (UDOT,LCC EIS, p.2-16). **(32.2.2BB)**
- 2). Since the conclusion of the Mountain Accord process in 2017 and with the continued efforts of elected officials who sit on the Central Wasatch Commission. There has been a coalition of efforts to gather and understand the carrying capacity of the Central Wasatch Canyons. Is that "Carrying Capacity" known and how does UDOT weigh that information in this Draft EIS Process? **(32.20B)**
- 3). Year round visitation whether to a designated ski area or summer time trailhead is not served by a gondola with two terminous areas at Alta Ski Resort and Snowbird Resort. **(32.2.6.5G)**
- 4). Canyon road expansion will impact the 1,200 plant and animal species that rely on their ecosystem. **(32.13B)** How can we as a community of people help this process to ensure the flora and fauna won't be pushed out of their habitat? Does the "Purpose and Need" of the UDOT EIS process alternatives allow for a shared habitat to continue to thrive or even be restored? **(32.1.2B and 32.13C)**
- 5). Traffic congestion in LCC "the red snake" will still continue even with the gondola because the gondola still is highly reliant on private vehicles in the canyon. We need to remove private vehicles from our roadways, not add them! **(32.7C)** Driving to the gravel pit and to the gondola base doesn't eliminate car congestion, it will only enhance it. **(32.2.6.2.1D and 32.2.6.5E)** Connecting people from their point of origin (homes, hotels, etc) to access the Wasatch Mountains will reduce congestion, air pollution, and allow equitable access for all of us who wish to enjoy the beauty and wildness of the Wasatch Range. **(32.2.2I)**

Sincerely,
Marianne Teerlink
Sandy, UT

COMMENT #: 5538
DATE: 8/11/21 1:37 PM
SOURCE: Website
NAME: Keith Cubba

COMMENT:

I just commented but had one outside the box comment that I'm pretty sure no one has made - there are a few spots that are always slick, always the problem spot. the length of the areas isn't particularly significant but they are trouble spots. Sounds crazy but would be relatively cheap to heat those sections of road - like driveways. Like doing about 10 driveways. Given how specific the spots are that could help significantly. **(32.29AA)**

COMMENT #: 5539
DATE: 8/11/21 1:38 PM
SOURCE: Website
NAME: Christy Abbruzzese

COMMENT:

I strongly support the gondola alternative proposed to reduce traffic issues in Little Cottonwood Canyon. **(32.2.9D)**

COMMENT #: 5540
DATE: 8/11/21 1:40 PM
SOURCE: Website
NAME: Justin Dhondt

COMMENT:

No one likes change, but something has to give. The canyons are way too crowded. I've enjoyed skiing LCC for 20 years, but as of last year I threw in the towel. I would rather drive twice the distance to Snowbasin than sit in the traffic in LCC anymore. I live in Millcreek. The last thing we need is more buses and more emissions. **(32.2.9C and 32.10A)** The cleanest option presented so far is the Gondola. Less environmental impact and make more sense logistically than more road/busses. **(32.2.9D)**

COMMENT #: 5541
DATE: 8/11/21 1:44 PM
SOURCE: Website
NAME: Mitch Sams

COMMENT:

As a long time Park City resident and former employee at Snowbird I believe the Tram (and/or maybe a cog train?) option is best. Much less pollution and environmental impact overall, and a more pleasant experience by far for employees, skiers, and other personnel. Similar systems have been in place throughout the Alps for decades and are reliable, efficient, and greatly preferred to individual auto or bus traffic. **(32.2.9D and 32.2.9F)**

COMMENT #: 5542
DATE: 8/11/21 1:50 PM
SOURCE: Website
NAME: Chris Elliott

COMMENT:

I support the gondola and Climate Change!!!! (32.2.9D and 32.10A)

COMMENT #: 5543
DATE: 8/11/21 1:51 PM
SOURCE: Website
NAME: Brian Geppert

COMMENT:

As an out-of-state traveler, I would really like to avoid driving on icy roads as much as possible and instead make use of a public gondola. It is also safer than walking through an icy parking lot with ski boots. **(32.2.9D)**

COMMENT #: 5544
DATE: 8/11/21 1:51 PM
SOURCE: Website
NAME: Mimi Kaplan

COMMENT:

Given the two alternatives, the gondola is the better choice regarding less environmental impact. Decreasing the volume of car emissions up the canyon will equate to better air quality. **(32.2.9D and 32.10A)** Focused engineering (managing steep slopes), regarding erosion impact with the gondola construction is imperative. Please consider impervious pavement for any parking lots and additional shuttles put in place to minimize congestion around the parking for the gondola. **(32.2.6.5E)**

COMMENT #: 5545
DATE: 8/11/21 1:53 PM
SOURCE: Website
NAME: Charlie Lozinger

COMMENT:

I have a disabled daughter that loves to ski Alta. We need an option to drive to Alta rather than other means. **(32.2.4A)**

COMMENT #: 5546
DATE: 8/11/21 1:54 PM
SOURCE: Website
NAME: Rebecca Schmidt

COMMENT:

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

COMMENT #: 5547
DATE: 8/11/21 1:55 PM
SOURCE: Website
NAME: Karen Hunt

COMMENT:

The gondola is too much. The size of it as well as the cost. Everything about it is too much. **(32.2.9E)** It will destroy the beauty and aesthetics of our beautiful canyon **(32.17A)**. It also seems excessive to spend such an incredible amount of tax payers money to support so few businesses. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** A shuttle seems to be the answer to me. **(32.2.9A)** Limiting the number of people in the canyon seems like the only way to preserve the beauty wildlife and ecosystem of the wilderness **(32.20B)**. Please don't let the greed of money destroy our canyon. The Wasatch is not that big and we need to protect it.

Karen Hunt

COMMENT #: 5548
DATE: 8/11/21 1:56 PM
SOURCE: Website
NAME: Bryan Woolever

COMMENT:

I support gondola to Alta and not expanded bus service (32.2.9D and 32.2.7C)

COMMENT #: 5549
DATE: 8/11/21 1:57 PM
SOURCE: Website
NAME: Thomas Jacobsen

COMMENT:

Trying all approaches other than the costly Gondola proposal. (32.2.9E)

COMMENT #: 5550
DATE: 8/11/21 1:57 PM
SOURCE: Website
NAME: Jenn Berg

COMMENT:

I do not want a gondola built from the base of LCC to to the top of the canyon. I reject this proposal.
(32.2.9E)

COMMENT #: 5551
DATE: 8/11/21 1:59 PM
SOURCE: Website
NAME: Sean DeBruine

COMMENT:

110% build the Gondola! Increased bus transit would be lipstick on a pig. Lots of money lots of pollution and does not address the main problem of snowy or closed road. I'm a long time skier and this is one of my top destinations. I would definitely come more often with the Gondola **(32.2.9D and 32.10A)**

COMMENT #: 5552
DATE: 8/11/21 1:59 PM
SOURCE: Website
NAME: John Annunziata

COMMENT:

I would be in favor of the gondola concept with the LaCaille parking structure. not sure 1,800 parking is enough but you should consider more. **(32.2.9D and 32.2.6.5J)** Buses from other areas will take too long and people will be fighting for close spaces at the parking center. You would just move the current problem to a different location.

COMMENT #: 5553
DATE: 8/11/21 2:02 PM
SOURCE: Website
NAME: Kim Morton

COMMENT:

The gondola solution to Little Cottonwood, Hwy 210, is an excellent approach and solves almost all the issues. Having skied at Sunshine ski area in Canada, I was amazed at how well the gondola worked and it was much more relaxing than driving. **(32.2.9D)** I grew up in Alta and am very aware of the challenges with the highway. This solution will also help with the parking.

COMMENT #: 5554
DATE: 8/11/21 2:03 PM
SOURCE: Website
NAME: Joel Bell

COMMENT:

I highly recommend the Gondola Alternative for future access to Little Cottonwood Canyon. It will provide access during inclement weather while minimizing the environmental impact on the land.
(32.2.9D)

COMMENT #: 5555
DATE: 8/11/21 2:04 PM
SOURCE: Website
NAME: Larry Cocanour

COMMENT:

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

COMMENT #: 5556
DATE: 8/11/21 2:06 PM
SOURCE: Website
NAME: Kevin Wheelan

COMMENT:

I do not favor increasing access to the Alta canyon other than expanded bus system on the CURRENT road **(32.2.9A)**. I am against anything that results in a net increase in visitor traffic **(32.1.2B, 32.2.4A, and 32.20C)** The outdoor experience is already being compromised by the increased crowds. I favor increased user fees for parking, mandatory car pool or bus. **(32.2.2B and 32.2.4A)** If there are too many individual cars then parking permits could be issued on a lottery basis and a highest bid basis **(32.2.2K)**

COMMENT #: 5557
DATE: 8/11/21 2:06 PM
SOURCE: Website
NAME: Karalee Nelson

COMMENT:

I am in favor of the gondola alternative in that it provides safer transportation during winter storms, has less impact on the canyon in terms of having to widen roads and the emissions that come from ground transportation in the form of busses or cars. **(32.2.9D and 32.10A)**

COMMENT #: 5558
DATE: 8/11/21 2:08 PM
SOURCE: Website
NAME: JT Rodriguez

COMMENT:

The gondola is a great idea because it circumvents the road issue entirely. **(32.2.9D)**

COMMENT #: 5559
DATE: 8/11/21 2:09 PM
SOURCE: Website
NAME: Holly Hackett

COMMENT:

Putting in a year round gondola is a complete waste of money and resources. The canyon traffic is bad for about 10-15 days of the entire 365 day year. **(32.1.4D and 32.7C)** A gondola will completely change the surrounding neighborhood areas for the rest of time **(32.4I, 32.4L, and 32.17A)**. Most of the year there is no problem. PLEASE DO NOT BUILD A GONDOLA. PLEASE. **(32.2.9E)**

COMMENT #: 5560
DATE: 8/11/21 2:11 PM
SOURCE: Website
NAME: Arthur Henry

COMMENT:

I have skied in Little Cottonwood since 1973 and witnessed the canyon becoming more congested each year especially on snow days. I believe the gondola will provide the best year round solution to the congestion. **(32.2.9D)**

COMMENT #: 5561
DATE: 8/11/21 2:11 PM
SOURCE: Website
NAME: Bruce Odelberg

COMMENT:

The gondola solution seems to be the best approach. It does not require extensive rebuilding of the roads, and is not subject to the problem of an icy road. **(32.2.9D)**

COMMENT #: 5562
DATE: 8/11/21 2:11 PM
SOURCE: Website
NAME: John Masters

COMMENT:

I was fortunate to spend a week at Alta last winter. I work and live in the Roaring Fork Valley in Colorado. At home, the clear solution to commuter traffic was four laneing HWY 82. With multiple communities and a mostly broad valley, the highway is a success. Clearly Little Cottonwood Canyon however, needs to be preserved without expanding the road, despite the horrendous traffic and safety issues. A gondola is an elegant and smooth solution to both, and can be a model for other ski resort access and traffic issues. **(32.2.9D)**

COMMENT #: 5563
DATE: 8/11/21 2:12 PM
SOURCE: Website
NAME: Jake N

COMMENT:

Alta really needs a season without the Ikon Pass to see how traffic responds. It should be part of the study. (32.2.2K)

COMMENT #: 5564
DATE: 8/11/21 2:13 PM
SOURCE: Website
NAME: George Ward

COMMENT:

How in the world will a 32-passenger gondola that takes 37 minutes accommodate even a fraction of the day skiers at Alta. **(32.2.6.5N)** The gondola will be useless for lodge guests, so you will still need the road. **(32.2.4A)** Sounds like a huge expenditure for little benefit. **(32.1.2D, 32.7B, and 32.7C)**

COMMENT #: 5565
DATE: 8/11/21 2:14 PM
SOURCE: Website
NAME: Ricky Busico

COMMENT:

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

COMMENT #: 5566
DATE: 8/11/21 2:15 PM
SOURCE: Website
NAME: Andrea Bennett

COMMENT:

I am pro putting a gondala up little cottonwood canyon! The traffic has become extreme over the past 10 years and the environmental impact is terrible. I live in TX, but come to ski in Utah every winter with my family, as "tourists" we would gladly get on the gondala to avoid sitting a car-exhaust-traffic for hours **(32.2.9D and 32.10A)**.

COMMENT #: 5567
DATE: 8/11/21 2:17 PM
SOURCE: Website
NAME: Doug Skyer

COMMENT:

I have looked UDOT's final two proposals for Little Cottonwood Canyon. The come away for me is that the bus proposal does not get to the root problem of congestion on the roadway. **(32.7C)** The Bus option is still hampered by weather, avalanches and accidents. **(32.2.6.3P)** I believe the gondola option best addresses problems and issues that have been frustrating to me as a user over the last couple of years, namely the congestion and road closures caused by snow, avalanches and accidents. My vote is for the Gondola option. Thanks! **(32.2.9D)**

COMMENT #: 5568
DATE: 8/11/21 2:19 PM
SOURCE: Website
NAME: Ryder Steimle

COMMENT:

I own a home at the bottom of LLC and have skied Alta since I was 3 years old. Having reviewed both options, the gondola option seems to be the smartest approach to the growing traffic problem in the canyon. **(32.2.9D)**

COMMENT #: 5569
DATE: 8/11/21 2:19 PM
SOURCE: Website
NAME: Rocky Garff

COMMENT:

Please modernize this amazing canyon by approving the Gondola solution. There is no need to create bigger roads when the Gondola works better and more reliably through the majority of weather conditions. This is a common solution in the ski areas of Europe and it'll be a great addition to the Ski Utah options. Thank you **(32.2.9D)**

COMMENT #: 5570
DATE: 8/11/21 2:22 PM
SOURCE: Website
NAME: Kristine Bates

COMMENT:

I support a gondola to Alta **(32.2.9D)**

COMMENT #: 5571
DATE: 8/11/21 2:23 PM
SOURCE: Website
NAME: Brad Schreck

COMMENT:

The gondola seems to be the best transportation choice to keep additional motor vehicles off the road. The gondola mitigates weather related travel issues and frees up the roadway for existing public transportation. **(32.2.9D)**

COMMENT #: 5572
DATE: 8/11/21 2:24 PM
SOURCE: Website
NAME: Steven Templeton

COMMENT:

I support the gondola over other solutions. **(32.2.9D)**

COMMENT #: 5573
DATE: 8/11/21 2:25 PM
SOURCE: Website
NAME: David Stern

COMMENT:

I have been skiing in Utah (Park City, Alta, Snowbird) for more than 10 years. We come every year from the east coast because the skiing is so much better. It's always a challenge to get to the resorts in Little Cottonwood Canyon. We have to drive. The Gondola would be a great improvement to the infrastructure of the Salt Lake City community - much better option than buses, which don't work and cause a lot of traffic. **(32.2.9D)**

COMMENT #: 5574
DATE: 8/11/21 2:26 PM
SOURCE: Website
NAME: Marianna Frame

COMMENT:

I am writing to comment against the gondola alternative. **(32.2.9E)** It will lead to a huge visual impact on the canyon throughout. **(32.17A)** Beyond affecting the current sight lines for property owners, it will be a permanent change to the canyon, one which is the most expensive solution presented. **(32.2.7C)** We already have a road. Making changes to the road presents less of a change to the canyon than the development and construction of a gondola system. We should not be attempting to open the can of worms of a linking system that is likely to begin the process of an interconnected ski system discussion again which becomes a burden of the resorts and not udot. **(32.1.5B)**

COMMENT #: 5575
DATE: 8/11/21 2:26 PM
SOURCE: Website
NAME: Edward Donle

COMMENT:

The gondola makes the most sense and is definitely the way to go. **(32.2.9D)**

COMMENT #: 5576
DATE: 8/11/21 2:28 PM
SOURCE: Website
NAME: Sean Zimmerman-Wall

COMMENT:

As a long time resident of Sandy, and longer time employee of Snowbird, I am happy to see a process unfolding to mitigate the traffic issues of LCC. I feel like there has been adequate public notice, engagement from the community, and incredible attention to detail throughout. However, I feel that the alternatives presented in the current EIS are extreme measures and should be re-evaluated only after less invasive alternatives have been explored and implemented. **(32.2.2PP)** The Gondola alternative is a unique and advanced option that solves the reliability design criteria, but the mobility criteria is not a fair trade off for the permanent visual and environmental disturbances it would leave on our canyon. **(32.17A)** The bus lanes during peak period may meet the mobility criteria, but reliability is lacking. The permanent visual and environmental disturbance is also so great it would degrade the beauty of Little Cottonwood. **(32.17B)** Throughout meetings and comments leading up to this point, it has been mentioned that tolling will be employed. This method alone seems as though it would attenuate a significant load of traffic. **(32.2.2Y)** More restrictions from the ski areas on parking, such as reservations are also an option, and seemed to be rather effective last year during COVID. **(32.2.2K and 32.2.4A)** These items combined with increased bus service and ride sharing options would greatly influence people's behavior, without the need for the infrastructure options presented in the current EIS. **(32.2.9A)** Which includes snowsheds and widening of Wasatch Blvd. **(32.2.9L and 32.2.9J)** A more holistic mountain transit plan is yet another element to be addressed, and the sole focus on LCC seems short sighted. **(32.1.2B)** I work for Snowbird, one of the proponents of the gondola alternative and a good employer to me for the last 16 years. I do not support these alternatives. **(32.2.9C and 32.2.9E)** I will continue to engage with my management teams to voice my concerns with them. In closing, please consider this a strong suggestion to look at other options before disrupting LCC forever in order to solve a problem that only impacts visitors for a very small percentage of the year **(32.2.2PP)**. Also consider how your continued processes for selecting alternatives can support the burgeoning backcountry community and visitors who come to the canyon for more than the skiing. **(32.1.2D)**

COMMENT #: 5577
DATE: 8/11/21 2:31 PM
SOURCE: Website
NAME: Felix Leung

COMMENT:

Of the alternatives, I believe widening the road with buses is the best option. **(32.2.9B)** The gondola serves only the ski resorts, but not others who recreate in the canyons. **(32.1.2D, 32.2.6.3C, 32.2.7A, and 32.7C)** In addition, there will be too many transfers involved which will greatly discourage people from the using the gondola. **(32.2.6.5J and 32.2.6.5R)** Given the limited parking at the gondola base, people will have to transfer from a remote parking lot to a bus, then from a bus to a gondola, and to go to Alta, a third transfer from one gondola to a second gondola! **(32.2.6.5R)** Finally, in inclement weather, there are usually very strong winds in the canyon, strong enough to place the Snowbird tram on wind hold many times a year. I suspect that a gondola will not have as much uptime as people predict during storms because of the strong winds. **(32.2.6.5K)** I think the best, most flexible alternative will be to use buses. Along with a road toll, avalanche shelters over the road, and strict enforcement of the snowtire/chain restrictions, I think buses and road widening is the most effective option for canyon transportation. **(32.2.9B)**

COMMENT #: 5578
DATE: 8/11/21 2:33 PM
SOURCE: Website
NAME: David Gulini

COMMENT:

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

COMMENT #: 5579
DATE: 8/11/21 2:34 PM
SOURCE: Website
NAME: Jill Bennion

COMMENT:

Is it possible to have separate buses go to Alta and snowbird for short term solution. This is the biggest reason why I don't use the bus system. I do not want to waste time going through all the stops to snowbird when I go to Alta. **(32.2.6.3N)** Gondola sounds like a great idea but what happens to it in the heavy slide areas? **(32.2.6.5K)**

COMMENT #: 5580
DATE: 8/11/21 2:35 PM
SOURCE: Website
NAME: Robert Van Orden

COMMENT:

Please, please DO THE GONDOLA project. **(32.2.9D)** This may appear to be "more costly" but not sure the total cost over the long life really is truly higher!!! Many times the full cost of roads and buses are much higher than the stated costs. **(32.2.7C and 32.2.7E)** And buses rarely actually reduce congestion unless full and complete BRT is implemented and I do not see the space to build dedicated bus lanes. **(32.7C)** Plus the environmental damage. And the gondola would be a very unique asset that would even further make Little Cottonwood, Alta, and Snowbird a globally unique and awesome destination. Talk about utility and also the ability to brand and differentiate. Fun in the summer, too!! SLC is already on the map, and invests in infrastructure, and this will raise the bar! Just do it! Great idea!!

COMMENT #: 5581
DATE: 8/11/21 2:39 PM
SOURCE: Website
NAME: David Rohde

COMMENT:

I support the gondola option. I agree with Alta that the bus option just adds more vehicles on the already crowded and slick canyon road. **(32.2.9D)**

COMMENT #: 5582
DATE: 8/11/21 2:39 PM
SOURCE: Website
NAME: Jeff Fara

COMMENT:

I like the idea of having a gondola available but have a few concerns- for day trippers, what will be the cost? Currently people drive up and park for free - the gondola option certainly eliminates the risk of sitting on a closed road or in traffic, but on sunny days how do you entice people not to drive and instead take a gondola which costs x \$'s? **(32.2.4A)**

And regarding families who visit for 1 week- is the gondola option not geared towards them? Groceries, suitcases and ski equipment for a week would be difficult to transport via gondola. **(32.2.4A)** Alta snowbird have very limited grocery store options so I would feel very constrained not having a car to be able to quickly drive down the hill to replenish groceries during the week. Just some thoughts but overall like the gondola idea.

Thanks,
Jeff

COMMENT #: 5583
DATE: 8/11/21 2:40 PM
SOURCE: Website
NAME: Mckenzie Tillotson

COMMENT:

The gondola only benefits the two ski resorts up little Cottonwood. It does not service any of the other many activities that the canyon offers like Mountain biking, hiking, snow shoeing, trail running, bouldering, rock climbing, ice climbing, back country skiing etc... **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**
So to spend a half billion dollars for the sole benefit of ski resorts seems very off. Alta's recent email said it will help ease traffic on bad weather days- the gondola won't be able to run on bad weather days either so I don't see how they can site this as a reason for it. **(32.2.6.5K)** If Alta can continue to cap their mountain and Snowbird could take some social responsibility and Start to cap their mountain that would go far to alleviate the congestion they seem so worried about **(32.2.2K)**.

COMMENT #: 5584
DATE: 8/11/21 2:40 PM
SOURCE: Website
NAME: Stanton Mayer

COMMENT:

Until alta decides to bring significant economic benefit to its community. Nothing should happen. They pay there employees terribly and treat them like [REDACTED]. (32.29D)

COMMENT #: 5585
DATE: 8/11/21 2:40 PM
SOURCE: Website
NAME: Lindsay Berg

COMMENT:

Adding more buses and widening the road does not change the fact that snow storms, accidents, and avalanches partially or fully close the road often. Folks on the bus would still sit for 2 hours or more if weather and/or accidents impact the road. **(32.2.6.3P)** The gondola is the only option that makes sense here to solve that key issue. LCC would greatly benefit from a gondola. **(32.2.9D)**

COMMENT #: 5586
DATE: 8/11/21 2:41 PM
SOURCE: Website
NAME: Jesse Whitchurch

COMMENT:

I support the gondola plan. Not only will it have a more moderate impact on the terrain but will also provide a safer alternative for winter conditions. As a lifelong resident, I look forward to improvements.
(32.2.9D)

COMMENT #: 5587
DATE: 8/11/21 2:44 PM
SOURCE: Website
NAME: Dave P

COMMENT:

Expressing my support for the LCC gondola option. **(32.2.9D)** A half hour scenic ride up to ski - regardless of most weather - seems by far and away a great plan to address the worsening LCC traffic situation. The predictability of the gondola ride time and much easier parking at the bottom of the canyon are both great points for building it.

Instead, spending a similar amount of money to widen the current winding road while it would still be exposed to many avy runoff areas just seems like not a very good use of resources. Yeah, bus only lanes could be added but it's certainly not a climate friendly response and I'd much rather be riding a smooth riding gondola with a view than a bus that lurches in traffic and pulls you from side to side around all the turns. Go team gondola! **(32.2.9D and 32.10A)**

Thank you and have a nice day.

COMMENT #: 5588
DATE: 8/11/21 2:46 PM
SOURCE: Website
NAME: Dan Mahoney

COMMENT:

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

COMMENT #: 5589
DATE: 8/11/21 2:51 PM
SOURCE: Website
NAME: Kathy Moore

COMMENT:

excellent idea! (32.29D)

COMMENT #: 5590
DATE: 8/11/21 2:51 PM
SOURCE: Website
NAME: Ron Anderson

COMMENT:

Great idea it's about time... **(32.29D)**

COMMENT #: 5591
DATE: 8/11/21 2:52 PM
SOURCE: Website
NAME: Debra Greenwell

COMMENT:

The Gondola transportation method is by far, the best solution. Less traffic will ease wear and tear on the road, reduce car pollution, decrease traffic accidents, reduce the chance by 100% of getting caught in an avalanche across the road or getting stuck up in the canyon due to an avalanche closing the road. Also, trash along the road will be reduced. **(32.2.9D and 32.10A)**

COMMENT #: 5592
DATE: 8/11/21 2:55 PM
SOURCE: Website
NAME: Robin Einhorn

COMMENT:

I totally support the option of a gondola for 2 significant reasons- most importantly it is clearly the safer solution and just as important with the unprecedented global warming, it is the right thing to do to help out Mother Earth!! **(32.2.9D and 32.10A)**

COMMENT #: 5593
DATE: 8/11/21 2:57 PM
SOURCE: Website
NAME: Charles Gatt

COMMENT:

Gondola 100% - getting stranded is the worst case scenario, not traffic **(32.2.9D)**

COMMENT #: 5594
DATE: 8/11/21 2:57 PM
SOURCE: Website
NAME: Jay Fisher

COMMENT:

I am a local, avid skier and would like to share my opinions related to the two proposals - gondola vs enhanced bus service.

The gondola concept is unique and innovative, which overshadows the operational disadvantages and drawbacks of the expected performance. I see 4 main issues with a gondola in Little Cottonwood Canyon:

1. Traffic accessing the gondola base station **(32.2.6.5E)**
2. The possibility of an additional transfer at a mobility hub for those who are not able to park at the gondola base station **(32.2.6.5J)**
3. The additional 20 minutes of transportation time
4. The additional \$82MM in upfront cost

Traffic

I live 3 miles north of the mouth of Little Cottonwood Canyon on the east side of [REDACTED]. On popular ski days, I am often delayed as I try to leave my neighborhood in an effort to get on or cross Wasatch Blvd. **(32.7B)** I am grateful that UDOT recognizes this is a current problem, that it will get worse over time and is trying to get in front of this very complex issue. Unfortunately, providing a parking facility at the gondola base station will ensure that cars will continue to park on Wasatch and block the exits from my neighborhood on weekends and powder days, making it difficult for members of my community to commute for work, run errands, and live their daily lives. **(32.2.6.5E)**

Transfer Station

I have 5 daughters, the youngest two being 7 and 5 years old. Last season, my Alta season pass included the Wasatch Benefit with UTA bus service. I was turned away multiple times because parking was full, so I decided one day to use the bus. The bus schedule showed an additional 20 minutes from the parking lot to Albion Base (mostly due to the number of previous stops at Snowbird and Alta), but I decided it was better than not skiing at all. I soon discovered that my two youngest were unable to step onto the bus in ski boots while carrying their skis. I grabbed their skis and they still couldn't negotiate the height of the step from the road to the bus. I finally had to load my skis, then their skis, and then lift both of them one at a time onto the bus and scan their pass. I had to go up on down the bus stairs 4-5 times to get everything situated. I then had to repeat the process to get the gear out of the aisle to our seats. Fortunately, the bus wasn't crowded. The process repeated itself getting off the bus. It was exhausting. The prospect of an additional transfer and repeating those steps two more times may seem trivial to some, but after my experience I list it as the number one reason why I do not plan on ever riding the gondola if it is constructed. **(32.2.4A)**

Time

The estimated 55-59 minutes is quite a deterrent. I can drive from my house to Alta in 20 minutes. Granted there are days where that is not possible due to traffic, but I can give myself an additional 40 minutes on those days and come out ahead because I don't have to deal with transfers, I can store my equipment, food and beverage in the car and leave when I want without having to consult a bus schedule. I can accept 20 extra minutes for a bus ride, but double that for a gondola just isn't worth the wait.

Cost

I do not disagree that the gondola presents as a more reliable option, but \$82MM additional upfront cost to provide a significantly more inconvenient and delayed alternative to personal vehicle transportation hardly seems worth the investment. As an individual I see more value in the solution that improves reliability but more fully addresses the main concern - mobility. My vote is for the enhanced bus service. **(32.2.9A)**

COMMENT #: 5595
DATE: 8/11/21 2:58 PM
SOURCE: Website
NAME: Peter Coombs

COMMENT:

I support the development of a gondola to relieve congestion to LCC. It would be more effective than trying to expand ground traffic access. Thank you. **(32.2.9D)**

COMMENT #: 5596
DATE: 8/11/21 2:59 PM
SOURCE: Website
NAME: Evelyn Gruter

COMMENT:

I'm totally against the Gondola. **(32.2.9E)** This will ruin our canyon. There is only a few days during ski season that there is a backup of cars in the canyon. I prefer additional bus services. **(32.1.2D and 32.2.9A)**

COMMENT #: 5597
DATE: 8/11/21 2:59 PM
SOURCE: Website
NAME: Monique Brown Schoenhage

COMMENT:

The idea of a tram would be a wonderful addition to the area. The road to the top is not safe in poor conditions and is often crowded then as people wish to ski the powder. A Tram would make the Journey much safer. I have had personal experience with almost sliding off the mountain in a sudden storm that arrived. I went down the mountain bright sunshine for a errand for 2 hours and returned to ice and snow. **(32.2.9D)**

COMMENT #: 5598
DATE: 8/11/21 3:00 PM
SOURCE: Website
NAME: Cory Cozzens

COMMENT:

Busses and wider roads won't address the challenges that (the wonderful) snowfall and resultant avalanches, slick roads, plowing, etc. create. Let's get a gondola and do this right! **(32.2.9D)**

COMMENT #: 5599
DATE: 8/11/21 3:01 PM
SOURCE: Website
NAME: Dennis Hager

COMMENT:

I have to say that after a brief review, that this seems like one of the least cost effective ways of dealing with ski resort access. What is the problem that you are trying to solve? **(32.1.2B)** Is it emissions? **(32.10A)** Is it increasing capacity and access to the ski resorts? **(32.1.2B)** Is it preventing the few days out of the year that avalanches close the road or incredibly infrequent injuries or deaths from slides? If its access to the resort, just do what they do in US Nat Parks or major European cities: build a parking garage and increase bus service (electric) and restrict (either eliminate or charge a fee to drive up the canyon). **(32.2.2B, 32.2.4B, and 32.2.6.3F)** If its capacity, you cant just add ways to move more people up the mountain without addressing capacity at the resort more terrain, more lifts, more lodging (and if you are, then this is just a public works subsidy). **(32.20C)** If its to allow access during the times when the road is closed ... really? Is it worth it? **(32.1.2B and 32.7A)** Ive been skiing at these resorts for 25 years and lived in Utah for part of it. I do not understand why this is a viable option.

COMMENT #: 5600
DATE: 8/11/21 3:02 PM
SOURCE: Website
NAME: Adam Palmer

COMMENT:

There is a rich history of bouldering and climbing in little cottonwood canyon that would be destroyed if Udot decided to expand the road. They should opt for the gondola instead. **(32.4A, 32.4B, and 32.2.9D)**

COMMENT #: 5601
DATE: 8/11/21 3:03 PM
SOURCE: Website
NAME: Jamie Covington

COMMENT:

Out of the 2 options proposed for congestion relief in Little Cottonwood Canyon, I am for the gondola. **(32.2.9D)** I believe the gondola will provide the most eco sensitive options, destroying less forest and keeping the air clean. **(32.13A, 32.13B, and 32.10A)**. Additionally if the weather was poor making roads icy it would likely be the best option. Because honestly, I haven't had much trouble with traffic in LCC except for on extra snowy/wet/icy days. That's when the 'Red snake" gets its worst. Buses would not be able to navigate this as easily. **(32.2.6.3P)** Additionally summer traffic up the canyon could continue to pay for the gondola as a great tourist option. However, I think bus options could be improved easily and would encourage more ridership if there were increased parking at ski bus stops (they are full so much of the time) and even more pick up spots along wasatch and in nearby cities like Holladay, and Cottonwood Heights. **(32.2.6.2.1C and 32.2.2I)** And with more parking and stops, more buses going up and down it would encourage a higher ridership. **(32.2.6.3N)** I also am an climber and a skier, and if the gondola could avoid messing with bouldering routes and climbing routes, that should be paid special attention too. **(32.4B)**

COMMENT #: 5602
DATE: 8/11/21 3:03 PM
SOURCE: Website
NAME: Mike Roskelley

COMMENT:

If you widen the road and send more buses up, more people will show up, and you still have the same issue. The Gondola seems like a good solution. **(32.2.9D)** Leaving the road as is, limiting traffic up the canyon to service vehicles only, and purchasing a fleet of electric buses would be my first choice. **(32.2.2I)**

COMMENT #: 5603
DATE: 8/11/21 3:06 PM
SOURCE: Website
NAME: Richard Schatten

COMMENT:

Been coming to canyon for nearly 50 years. Gondola is best choice for sure, though likely more costly in the short run. **(32.2.9D)**

COMMENT #: 5604
DATE: 8/11/21 3:07 PM
SOURCE: Website
NAME: Heather McGirk

COMMENT:

I think the gondola option makes the most sense for travel to and from ski resorts but I would also like to see an increased bus service or shuttle service that has stops at popular trailheads. **(32.2.9D, 32.2.2W, and 32.2.6.3C)**

COMMENT #: 5605
DATE: 8/11/21 3:08 PM
SOURCE: Website
NAME: Sid Johnson

COMMENT:

The LCC resorts already operate at max capacity. The answer is to limit the traffic to that capacity (so if anything, bus is best--think Zion/nat parks). **(32.2.2B and 32.2.2K)** If you put in the gondola you will do it at massive expense (not paid by the resorts) and then the resorts will work to expand to improve their "capacity". **(32.20C)** That's an unfortunate way to destroy a beautiful canyon to benefit 2 corporations. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Please: no gondola. **(32.2.9E)**

COMMENT #: 5606
DATE: 8/11/21 3:09 PM
SOURCE: Website
NAME: Robert Ferguson

COMMENT:

I do not support the Gondola. **(32.2.9E)** Please just improve the road as they do in Europe **(32.29D)**

COMMENT #: 5607
DATE: 8/11/21 3:09 PM
SOURCE: Website
NAME: Andrew Cherna

COMMENT:

Dear UDOT,

I strongly prefer the gondola given the reduced environmental impact as well as an alternative access.
(32.2.9D)

COMMENT #: 5608
DATE: 8/11/21 3:11 PM
SOURCE: Website
NAME: Thomas Ruder

COMMENT:

I prefer the Gondola option. more environment friendly. (32.2.9D)

COMMENT #: 5609
DATE: 8/11/21 3:12 PM
SOURCE: Website
NAME: Michael Cianelli

COMMENT:

Gondola! It's a vocal minority that doesn't want the gondola. I live in Cottonwood Heights and I love the gondola option and I would use it every powder day. So much easier and safer than driving. Thanks for working on this! **(32.2.9D)**

COMMENT #: 5610
DATE: 8/11/21 3:13 PM
SOURCE: Website
NAME: Chris McCandless

COMMENT:

Dear UDOT,

One of the items that I am concerned about is the travel times posted on the DEIS information sheets. There are two parts that should be considered in finalizing the travel times for Bus and Gondola.

For Bus, you should consider the travel time from the drop off points at Snowbird and Alta. I have heard that they are all along Hwy 210 versus inside the resort parking lots. If this is correct, or from wherever the drop off point is located this additional time should be added to the total travel/trip time for the bus. We are estimating that this will add 10-20 minutes in travel time when using the bus to obtain access to the resorts terrain. **(32.2.6.3A)**. For the Gondola, there will be no additional travel time as the drop offs are mountainside and the visitor simply exits the gondola and puts on his/her skis/boards and slides away. This scenario also works in reverse as the skier/rider simply skis to the gondola station. The bus rider however must stop, take their equipment off and pack their skis and gear to the bus station/pick up point on Hwy 210 taking several minutes longer. Skiing to the gondola and then riding the cabin down the mountain would be a much nicer way to start and end the day.

Next, there should be a weather delayed travel time disclosure incorporated into the final analysis and decision. The DEIS presently states the bus travel time in only good weather. There should be a table that states the average travel time on weekends and in bad or inclement weather. We have all experienced numerous days when it takes hours to get to the resorts or our dispersed recreation places **(32.2.6.3P)**. This loss in human productivity and time/value costs should be calculated into the equation as well. For the gondola, there will be no such delays in bad weather. Just some thoughts and thanks for doing such a great job on managing this most difficult process. **(32.2.6.5R and 32.2.6.5Y)**

COMMENT #: 5611
DATE: 8/11/21 3:14 PM
SOURCE: Website
NAME: Joe Lipuma

COMMENT:

GOOD IDEA, FORWARD THINKING (32.29D)

COMMENT #: 5612
DATE: 8/11/21 3:22 PM
SOURCE: Website
NAME: John Shirley

COMMENT:

I am against the gondola proposal and recommend less impactful alternates such as increased bus systems and limiting number of users in the resorts. **(32.2.9E, 32.2.9A, and 32.2.4A)** The gondola is a solution serving private business and the private business should be responsible to cover the cost for this improvement. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5613
DATE: 8/11/21 3:22 PM
SOURCE: Website
NAME: Mark Randle

COMMENT:

As a California Alta skier that spends much of each winter in Utah, the LC traffic situation, if not addressed, will prevent me and many others from skiing Utah and we will take our money elsewhere. It is past time to address the matter. I believe the final solution needs to be "weather proof", which favors the gondola. **(32.2.9D)** And please do something in the interim to help in the meantime. **(32.29R)** Require and enforce strict traction laws. **(32.2.2M)** Ration LC entry during winter months by requiring Paid Permits. **(32.2.9K and 32.2.4A)**

COMMENT #: 5614
DATE: 8/11/21 3:33 PM
SOURCE: Website
NAME: Andy White

COMMENT:

I case my comments in the Tribune a year ago didn't make it to your desks, I'm submitting my response to Ski Utah President Nathan Rafferty's Tribune opinion piece in favor of the gondola option.

Thank you Mr. Rafferty for your perspective on the Little Cottonwood Canyon (LCC) transportation quandary. As I drove up there to hike last weekend I was struck yet again by the number of cars parked along the highway by those seeking forest access (half a mile's worth at White Pine). I was reminded that your gondola alternative, with stations only at Snowbird and Alta, would do nothing to address the needs of people wishing to visit White Pine, Red Pine, or Maybird Lakes or Lisa Falls or anything else farther down canyon. **(32.1.2C)** A 2016 USU study (1) estimates only about a third, 782,190, of LCC's annual visitors are resort patrons meaning many of the other 1,417,253 visitors would reap little benefit from a gondola. Flexible bus run with their own problems, would solve that one. **(32.2.6.3C)**

Considering only resort visitors, you suggest a 30 passenger gondola cabin would arrive every 30 seconds and move 3500-4000 people per hour up the canyon, but the UDOT alternatives summary (2) says it would leave every two minutes. 30 people every two minutes only puts 900 people an hour up the canyon. **(32.2.6.5N and 32.2.6.5O)**

It is estimated to cost \$393 million plus operating and maintenance. A bus chassis is estimated to last a dozen years (3), let's call it ten due on salted roads, and would need three engine rebuilds in that time (4) making it cost somewhere near half a million dollars over its lifetime. \$393 million would buy and maintain almost 800 buses. **(32.2.7C and 32.2.7E)**

With ski racks on the outside of the bus (where would they go on the gondola?) the bus could transport 30 passengers. If it loads and leaves every two minutes it puts 900 skiers on the mountain per hour.

The UDOT summary estimates 46 minute up canyon travel time for either the gondola or a bus. Theoretically that means 92 buses or gondola cabins running a continuous loops. Without personal auto traffic on the road a homogenous system would tend to have smoother flow. **(32.2.2B)**. If buses were only used one year, 393 M would buy and rebuild enough buses to last 8 years, but since the life expectance I've decided to reduce to 10 years, that money would provide buses for 80 years. You stated the gondola's lifespan is three times that of a bus. Three times 10 or 12 is only in the thirty year realm. **(32.2.7C and 32.2.7E)** Touting the gondola as "the only electric option" that would reduce a number of our air pollutants might be true right now, but electric cars are on the upswing in the US and 80,000 electric buses were delivered globally in 2018. (5)**(32.18A, 32.2.6.3F, and 32.10A)**

"North of Los Angeles, Antelope Valley Transit Authority is close to becoming the first all-electric metro fleet in the US. And places like New York City and California have set goals to gradually transition to 100 percent zero-emission bus fleets by 2040." (5) And what do you do with your transit system when you don't need to get 1,000 people per hour up the canyon? If it's fixed in place maybe you continue to make your monthly payments and paint it. If it's a bunch of buses, you can run an appropriate summer schedule with stops at popular places along the way and maybe strike a deal with the National Park Service or other large organizations and share the cost letting them serve visitors in Zion or other heavily used venues. **(32.2.6.3E)**. One oft voiced drawback to buses is the canyon closing avalanche threat. Though I've only anecdotal information here, looking at a canyon avalanche path map (7) suggests that most of Snowbird and much of Alta is in avalanche terrain and must be cleared/stabilized before the resorts can open. Do the patrols deem the runs safe for the public significantly earlier than UDOT can clear the road? How often? **(32.7A)**. The viability of skiing as an economic venture is slightly raised from time to time but, Ski Utah data (8) says three of the last four years have had more skier days than any in the last ten. (through the 2019 season).

Countering that optimism, a table compiled by onthesnow.com (9) shows a rather regular yearly snowfall drop for Alta from 574 in 2009 to 486, 360, 404, 303, 436, 278, and 249 in 2016. The last 4 years have been up but since a 1994-95 high of 745” the trend has been generally down (10). (32.2.2E) “New analysis by the Climate Impact Lab (8) brings more bad news for American skiers already experiencing disappointing conditions at their favorite resorts. Within the next 20 years, the number of days at or below freezing in some of the most popular ski towns in the US will decline by weeks or even a month. If global greenhouse gas emissions continue to rise at the same pace that they did in the first decade of this century, ski resorts could see half as many sub- freezing days compared to historical averages by late century. While reducing global emissions will slow the pace of decline, American ski areas will still face significantly shorter seasons in the years ahead. (32.2.2E)

Warmer climate means less snow and decreases the ability to artificially make snow. So what's the answer? First we need to figure out the question. What do we want to do? Alleviate winter driving and parking problems in the canyon? Provide a Disneyland ride? Adjust canyon usage to its reasonable carrying capacity? Subsidize one of my favorite sports? (32.1.2B, 32.20B, 32.2.7C) I've got lots of questions

- (1) https://saveourcanyons.files.wordpress.com/2018/01/tri_canyon_visitor_use_estimate.pdf
- (2) https://littlecottonwoodeis.udot.utah.gov/wp-content/uploads/2020/05/9234_42_LCC_EIS_Alternatives_Project_Factsheet_FIN_WEB_6_29_2020.pdf
- (3) https://www.codot.gov/programs/commuterchoices/documents/transit_transit.pdf
- (4) https://www.washingtonpost.com/local/on-the-road-to-rehab-its-a-hard-life-for-a-metro-bus/2011/08/18/gIQAgNMWXJ_story.html
- (5) <https://www.cnn.com/2019/09/28/electric-buses-are-taking-over-china-and-the-us-is-trying-to-catch-up.html>
- (6) <https://www.impactlab.org/news-insights/americas-shrinking-ski-season/>
- (7) <http://www.avalanchemapping.org/IMAGES/litcotweb.pdf>
- (8) <https://www.impactlab.org/news-insights/americas-shrinking-ski-season/>
- (9) <https://universe.byu.edu/2017/01/12/scientists-predict-climate-change-to-impact-utah-ski-industry/>
- (10) <https://www.freethepowder.com/blogs/report-blog/16177205-alta-utah-snowfall-history-from-1945-2014>

COMMENT #: 5615
DATE: 8/11/21 3:33 PM
SOURCE: Website
NAME: Allen Pettee

COMMENT:

I fully support the development of a gondola system up LCC to mitigate traffic flow on HW 210, with a well-developed parking center at the canyon mouth, although HW 210 needs to be maintained obviously for other vehicles. **(32.2.9D)**

COMMENT #: 5616
DATE: 8/11/21 3:34 PM
SOURCE: Website
NAME: Ivan Lazarev

COMMENT:

This project doesn't make sense and the solutions offered are not truly addressing the problems in LCC. **(32.1.2B)** The traffic issues are only limited to about 10 days when heavy snowfall bring skiers in droves. **(32.1.4D)** The gondola solution will not solve because it will be too expensive to ride, will cost way too much money to build and will not stop the cars from trying to go up the canyon. **(32.2.4A)** The much better use of our tax dollars is to build proper snowsheds in LCC and implement a regulated lane for buses up and down. **(32.2.9K and 32.2.9B)** Only out of town visitors will be interested in using the gondola and it will only benefit the resorts at the base and up the mountain. I want my tax dollars to be used for projects that impact my community. **(32.1.2B and 32.1.2D)** The gondola will forever destroy the LLC and the community that uses it. **(32.2.9E)**

COMMENT #: 5617
DATE: 8/11/21 3:36 PM
SOURCE: Website
NAME: Michael Fuller

COMMENT:

I'm in. (32.29D)

COMMENT #: 5618
DATE: 8/11/21 3:36 PM
SOURCE: Website
NAME: Patrick Milne

COMMENT:

I have been skii little cotton wood for 40+ years. both my kids learned there and still attempt to ski there. But it has become absolutely impossible to do so. I support the Gondola transit system. There is simply not enough road improvements that could be made to beat mother nature and weather. to try to fix that road is nuts and a waste of my tax \$\$\$. Gondolas are in use all over Europe with great success.
(32.2.9D)

COMMENT #: 5619
DATE: 8/11/21 3:38 PM
SOURCE: Website
NAME: Mark H.

COMMENT:

I ski 100+ days a year in little cottonwood. I 100% support the gondola. I hope there are enough cars. What is hourly capacity it was not clear in information **(32.2.9D and 32.2.6.5N)**

COMMENT #: 5620
DATE: 8/11/21 3:42 PM
SOURCE: Website
NAME: Christopher Ashby

COMMENT:

Don't do the gondola. (32.2.9E)

COMMENT #: 5621
DATE: 8/11/21 3:46 PM
SOURCE: Website
NAME: Nancy Halden

COMMENT:

I support the enhanced bus with roadway widening for peak travel periods option. **(32.2.9B)** I live in Holladay and use the canyons weekly for hiking, snow shoeing, picnics and skiing. I am very opposed to the gondola because it really only benefits the ski resorts without offering better travel times for all the other canyon users. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Also, there has been no concrete commitment by the ski resorts to substantially foot the bill for an option that really only serves their purposes. **(32.2.7A)** I love to ski, but our mountains are used for so many recreational purposes, and the publicly funded solution should benefit all of those public recreators.

COMMENT #: 5622
DATE: 8/11/21 3:48 PM
SOURCE: Website
NAME: Ira Zuckerman

COMMENT:

The Gondola is a short sighted and narrow solution to the problem. **(32.2.9E)** Of course the resorts favor it. It will only debark at Alta and Snowbird to the exclusion of all the other recreational opportunities in the Canyon. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** The price is very high for the initial build and the estimated \$25 million dollar estimate for yearly maintenance should give everyone pause. **(32.2.7C)**

A better alternative is snowshelter and continuous alternate fuel bus service with expanded parking at existing and new areas. **(32.2.9K , 32.2.9A, and 32.2.6.3F)**

COMMENT #: 5623
DATE: 8/11/21 3:53 PM
SOURCE: Website
NAME: Wendy Merrill

COMMENT:

I have skied Alta & Snowbird all my life (I'm 64) I totally support a Gondola. I feel like it is the best, most efficient and most environmentally friendly choice. If we get the Olympics again, it would be nice to be able to hold events in Little Cottonwood. With a gondola this could happen. **(32.2.9D)**

COMMENT #: 5624
DATE: 8/11/21 3:55 PM
SOURCE: Website
NAME: Allen Pettee

COMMENT:

Gondola FTW. And while you're at it, extend a section to the top of Davenport Hill up Grizzly Gulch...
(32.2.9D).

COMMENT #: 5625
DATE: 8/11/21 4:03 PM
SOURCE: Website
NAME: Steve P

COMMENT:

The gondola solution is great and I would take more trips to little cottonwood because of how predictable the commute up the canyon would be. **(32.2.9D)**

COMMENT #: 5626
DATE: 8/11/21 4:04 PM
SOURCE: Website
NAME: Mary Bermant

COMMENT:

I am very opposed to the Gondola option. **(32.2.9E)** It serves only the ski resorts and has a huge environmental and visual impact. **(32.1.2B, 32.2.7A, 32.7B, 32.7C, and 32.17A)** Is of no benefit to the many non-ski uses of Little Cottonwood Canyon. Enhanced bus service, including the option for drop off and pick up at trailheads would be the preferred option. **(32.2.9A and 32.2.6.3C)** As a resident in Sandy I make use of Little Cottonwood Canyon frequently, year round.

COMMENT #: 5627
DATE: 8/11/21 4:05 PM
SOURCE: Website
NAME: Alex Bell

COMMENT:

Minimize environmental impact to the canyon. Gondola and restrict traffic. The gondola posts will have the lowest impact to the canyon. **(32.2.4A and 32.2.9D)**

COMMENT #: 5628
DATE: 8/11/21 4:07 PM
SOURCE: Website
NAME: Gregory David

COMMENT:

I think it's a great idea. **(32.29D)**

COMMENT #: 5629
DATE: 8/11/21 4:09 PM
SOURCE: Website
NAME: Christina Whalen

COMMENT:

As an avid skier and climber, little cottonwood canyon has been a sanctuary to me all year round. As a member of the Salt Lake Climbers Alliance I stand with my community to explore solutions to the traffic issue that don't destroy the precious environment at the base of this canyon. **(32.2.9A)** I urge decision-makers to consider that destroying the bouldering areas of little cottonwood canyon to make space for a wider road or gondola towers, will take away access to public space that has changed the lives of so many in our community. **(32.4A and 32.4B)** A place for fostering personal growth, a culture of environmental stewardship, comradery, wellness, and generational appreciation for a landscape that was here for hundreds of thousands of years before we settled in this valley. Please consider other options to this problem that wouldn't result in isolating a community that is willing to work with you to find a solution that doesn't harm our home. **(32.2.2PP)**

COMMENT #: 5630
DATE: 8/11/21 4:10 PM
SOURCE: Website
NAME: Jessica French

COMMENT:

I favor the enhanced bus option - with or without road widening. **(32.2.9A)** This option will serve not only the ski resorts, but the other destinations in the canyon, and there is lower capital cost and lower visual impact. **(32.2.6.3C)**

COMMENT #: 5631
DATE: 8/11/21 4:18 PM
SOURCE: Website
NAME: Mike Kerzhner

COMMENT:

Little Cottonwood Canyon is a paradise. I love hiking and climbing in the canyon. One of the things I love about Little Cottonwood is that human impact is not overwhelmingly visible. I would be devastating to have a very visible gondola throughout the canyon. **(32.17A)** While the road expansion seems to be a better option, it still feels like it would take away from the beauty of the canyon. **(32.17A)** In addition, it would destroy boulders that local climbers absolutely cherish. **(32.4A and 32.4B)** I would love to see other options get considered. What about tolls during the ski season to encourage folks to take buses **(32.2.4A)**

It would be wonderful to see the canyon remain as wild as possible.

COMMENT #: 5632
DATE: 8/11/21 4:19 PM
SOURCE: Website
NAME: John Lapinski

COMMENT:

I would prefer the gondola over the increase of buses to get to the lifts. **(32.2.9D)**

COMMENT #: 5633
DATE: 8/11/21 4:19 PM
SOURCE: Website
NAME: Alex Dencic

COMMENT:

I believe that neither the gondola nor the road widening solution is necessary or positive for the canyon. Roadway overcrowding should be addressed by incentivizing people to ride the bus service to ski resorts - either by cheap bus service, or expensive resort parking. **(32.2.4A)** Parking for the bus service can be provided outside the canyon. **(32.2.6.2.1C)** Private vehicles entering for backcountry use would still have access but the congestion from ski resorts would be solved. **(32.2.4A)** Please do not impact and change the canyon we all love.

COMMENT #: 5634
DATE: 8/11/21 4:22 PM
SOURCE: Website
NAME: Namita Chittoria

COMMENT:

Gandola is a more environment friendly and reliable option as compared to the road which is effected by weather conditions. However, we need to make sure that the gandola is efficient and can accommodate large volumes. **(32.2.9D and 32.2.6.5N)**

COMMENT #: 5635
DATE: 8/11/21 4:24 PM
SOURCE: Website
NAME: Ted Schatzki

COMMENT:

I was initially skeptical of the gondola solution but have changed my mind. Less emissions, smaller intervention into the valley, and not susceptible to avalanches, and better views to boot. What's not to like. (32.2.6.5H, 32.2.9D and 32.10A)

COMMENT #: 5636
DATE: 8/11/21 4:24 PM
SOURCE: Website
NAME: Suzanne Samlowski

COMMENT:

Please, less is more. Just have parking reservations with online ticket sales.... It worked great last winter. I'd pay more for a ticket to keep traffic down. **(32.2.2K and 32.2.4A)** Or the enhanced bus service could make a huge impact, but that's it. **(32.2.9A)** Why on God's green earth do we want to encourage more people up there all year round? **(32.1.2B and 32.1.2C)**

COMMENT #: 5637
DATE: 8/11/21 4:27 PM
SOURCE: Website
NAME: Chris Dahlkamp

COMMENT:

Hello,

I have been recreating in Little Cottonwood Canyon for over a decade now. One of the biggest draws for me is the world class rock climbing and bouldering located in the canyon. This canyon has had a long history with climbing, and to this day attracts people from around the world to climb in it. I am worried that the recent proposals for both adding a Gondola as well as widening the road will have a large negative impact on the climbing community. Between the proposed destruction of a large number of classic boulder problems, and the reduction in the already limited parking availability, it is apparent that the proposed plans do not have the best interest of the canyon users in mind, but instead are focusing on pandering to the ski resorts. **(32.4A, 32.4B, 32.4P, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would like to see strategies that don't destroy recreation opportunities implemented before such drastic measures are utilized. **(32.2.9A)**

Thanks for your consideration;

Chris

COMMENT #: 5638
DATE: 8/11/21 4:28 PM
SOURCE: Website
NAME: Melanie Topham

COMMENT:

Please do Not put an immense, expensive, unfortunate gondola in our beautiful canyon. **(32.2.9E)**

Please Do increase bus service and require canyon visitors to carpool on weekends and holidays.
(32.2.4A and 32.2.9A)

Please Do prioritize locals, nature, and the canyons over special interest resorts and outsiders.
(32.1.2B)

Thank you!!

COMMENT #: 5639
DATE: 8/11/21 4:31 PM
SOURCE: Website
NAME: Richard Katz

COMMENT:

I favor the gondola option for its smaller environmental impact **(32.2.9D)**.

COMMENT #: 5640
DATE: 8/11/21 4:33 PM
SOURCE: Website
NAME: Nanette Hosenfeld

COMMENT:

I am adamantly opposed to the gondola. **(32.2.9E)** I view the bussing solution as the lesser of two evils. Ultimately the capacity of the canyon is limited in addition to a transportation solution there need to be capacity limits. **(32.2.9A and 32.20B)**

COMMENT #: 5641
DATE: 8/11/21 4:43 PM
SOURCE: Website
NAME: Paul Murdock

COMMENT:

Gondola all the way. Make enough parking at the bottom and people will use it. Nobody wants to take all their kids on buses. **(32.2.9D and 32.2.6.5J)**

COMMENT #: 5642
DATE: 8/11/21 4:44 PM
SOURCE: Website
NAME: Alan Jones

COMMENT:

The gondola seems to be the best choice. Consistent travel times, reduced pollution, fewer animal deaths from being hit by vehicles, reduced canyon parking, reduced pavement requirements, reduced problems with avalanche danger, and a beautiful view for riders. There is a reason gondolas are in use throughout the world for mountain travel. **(32.2.9D, 32.10A, 32.13A, and 32.7C)**

COMMENT #: 5643
DATE: 8/11/21 4:46 PM
SOURCE: Website
NAME: Marilyn Adams

COMMENT:

The gondola option should be the choice to mitigate congestion and continued environmental impacts for Cottonwood Cyn. I have experienced a similar gondola when accessing the ski resort Sunshine out of Banff, Canada. **(32.2.9D)**

COMMENT #: 5644
DATE: 8/11/21 4:46 PM
SOURCE: Website
NAME: Bryce Barker

COMMENT:

I vote for the gondola alternative. This would be less weather dependent than bus option, and also avoid road widening **(32.2.9D)**.

COMMENT #: 5645
DATE: 8/11/21 4:47 PM
SOURCE: Website
NAME: Brin Openshaw

COMMENT:

I believe that the gondola is the better option as it impacts the environment least and isn't affected by road conditions or traffic congestion **(32.2.9D)**

COMMENT #: 5646
DATE: 8/11/21 4:49 PM
SOURCE: Website
NAME: Perry Fine

COMMENT:

Arial tram makes the most sense from every practical, economic, environmental and maintenance standpoint. I only hope that the designers and engineers consider convenience and comfort to make this a world class example of excellence **(32.2.9D and 32.2.6.5U)**.

COMMENT #: 5647
DATE: 8/11/21 4:49 PM
SOURCE: Website
NAME: Perrine Voisin

COMMENT:

I think that's a great idea! We just need to consider an enormous parking at the bottom of the canyon. And would it be a free gondola ? **(32.2.9D, 32.2.6.5J, and 32.2.4A)**

COMMENT #: 5648
DATE: 8/11/21 4:49 PM
SOURCE: Website
NAME: Deborah Hailston-Jaworski

COMMENT:

I am writing to urge the UDOT to support the Gondola transportation alternative to reduce congestion and improve transportation in Little Cottonwood Canyon. Transportation via Gondola has fewer environmental impacts than the enhanced bus alternative and allows the beauty of the canyon to remain intact. **(32.2.9D and 32.17A)**

Deborah Hailston-Jaworski

COMMENT #: 5649
DATE: 8/11/21 4:57 PM
SOURCE: Website
NAME: Kevin Tolton

COMMENT:

Instead of two 32 passenger gondolas, you need to have the system consisting of about 200 pulse gondolas. You guys are nuts if you try this as a Snowbird Tram model instead of a Park City/Snowbasin type gondola system. **(32.2.2J and 32.2.6.5N)**

COMMENT #: 5650
DATE: 8/11/21 5:00 PM
SOURCE: Website
NAME: Daniel Lunt

COMMENT:

I feel the gondola solution for LLC is the right approach and I support it. **(32.2.9D)**

COMMENT #: 5651
DATE: 8/11/21 5:01 PM
SOURCE: Website
NAME: Jeremiah Johnson

COMMENT:

Why not charge non-workers a rather large fee \$20-\$40 to drive to the resorts or access this road? **(32.2.4A and 32.2.2Y)** Another alternative would be to shut the road down completely until the storms pass or limit the amount of people to the resorts. **(32.2.2B, 32.2.2L, 32.2.2K, and 32.2.4A)** Powder Mountain caps their mountain at just over 700 people a day.

Providing a gondola would increase traffic to a bottleneck at the loading station area as well as during bigger and stronger storms with winds over 40 mph will shut down the lift access. Most storms that pass through are above 40 mph so the gondola would be shut down a lot. **(32.2.6.5E and 32.2.6.5K)**

Widening the road and designated bus paths is also not the answer. **(32.2.9C)** These busses and pedestrians driving to and from the resorts will have more congestion during these storm days and non-storm days. My understanding this plan is to reduce congestion, reduce car pollution, zero environmental impact to the canyon and the surrounding areas and provide safe travels to and from the resorts and backcountry areas, which neither of these solutions provide or do. **(32.1.2B)**

COMMENT #: 5652
DATE: 8/11/21 5:05 PM
SOURCE: Website
NAME: Monique Marks

COMMENT:

I've lived 15 minutes from little cottonwood canyon for almost my entire life. As a kid, it has always been a place to escape and explore, and I've always looked forward to raising my own kids in dirt and pine of Little Cottonwood. The pieces of land and rock that will be destroyed and disfigured by a road expansion or gondola construction can never be replaced. **(32.4I)** I understand that winter sports bring a lot of money into the state of Utah, but is it worth destroying the very canyon that people are coming to enjoy? What about the history of this place and the people who love it? Please, please consider trying an expanded bus system and tolls before resorting to road expansion or a new gondola. **(32.2.9A and 32.2.4A)** This canyon and the boulders that I and so many others climb on are a precious thing. **(32.4A and 32.4B)** It would be a monumental loss to the canyon, to the community, and to the state as a whole.

COMMENT #: 5653
DATE: 8/11/21 5:07 PM
SOURCE: Website
NAME: Terri Gilfillan

COMMENT:

I believe the enhanced bus service with energy efficient buses and multiple pick up locations in the valley will solve this problem. **(32.2.9A, 32.2.4A, 32.7C, and 32.2.6.3C)** The road does not need to be widened. **(32.2.9C)** Just make the bus service more convenient and multiple buses with service every 10 - 15 minutes for high traffic times and from multiple locations. **(32.2.6.3N and 32.2.2I)** The gondola is a complete waste of money. It only serves the ski resorts and it will do massive environmental damage. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** It will also make Cottonwood Heights and East Sandy a traffic nightmare. **(32.2.6.5E)** DO NOT PUT IN A GONDOLA with taxpayer money. **(32.2.9E)**

COMMENT #: 5654
DATE: 8/11/21 5:09 PM
SOURCE: Website
NAME: Wendy Buckner

COMMENT:

After learning more about the proposed Gondola I am completely in favor of this project. I believe the impact would be much more favorable than widening the canyon roads and provides a cleaner and more viable solution to the over-crowding and pollution issues we are facing. I also love the idea that there could be an alternate access to the canyon in case of avalanche blockage! **(32.2.9D)**

COMMENT #: 5655
DATE: 8/11/21 5:13 PM
SOURCE: Website
NAME: John Brill

COMMENT:

Gondola!!! (32.2.9D)

COMMENT #: 5656
DATE: 8/11/21 5:14 PM
SOURCE: Website
NAME: George Klopfer

COMMENT:

It's pretty obvious that the gondola alternative is preferable to the bus alternative. **(32.2.9D)** The buses are vulnerable to delays from bad weather and the gondola isn't. The buses increase traffic on the road and the gondola reduces it. The buses require greater disturbance of the area for a wider road, and the gondola doesn't. **(32.13A and 32.13B)** The gondola runs continuously and the buses run on a schedule, which they may or may not actually keep, and which may or may not track demand. If there is a difference in cost that UDOT feels it can't bear, the difference should be made up in user fees (tickets), added directly to the cost of a ski pass at either Alta or Snowbird. **(32.2.4A)**

COMMENT #: 5657
DATE: 8/11/21 5:16 PM
SOURCE: Website
NAME: Jim Park

COMMENT:

So the gondola to Alta would require me to load my gear in my car, drive to bus, load my gear into bus, ride to gondola, unload gear from bus, get in line for gondola with gear then load it into gondola, then unload at Alta. **(32.2.6.5J)** Seems like a LOT of work for me as a senior. Probably does not work for me unless Alta provided me a locker for each pass holder's gear storage at no extra cost. **(32.2.3A)** I doubt that will happen or am I wrong? This option probably does NOT work for me. **(32.2.4A)** Perhaps an express bus option from 9400/Highland Dr might work but still requires me to transfer gear from my car to bus. **(32.2.9A)**

COMMENT #: 5658
DATE: 8/11/21 5:17 PM
SOURCE: Website
NAME: John Unger

COMMENT:

Preserve the Canyon (s) in their natural state since they provide water for life to the area. **(32.2.9G)**

COMMENT #: 5659
DATE: 8/11/21 5:17 PM
SOURCE: Website
NAME: Michael Lopinto

COMMENT:

Traffic congestion has literally never been a problem until we got on the ikon pass. If it's really about traffic the greenest alternative is to not be a part of an inclusive multi resort pass. **(32.2.2K)** Unless you're thinking of expanding facilities in the otherwise small landing space at the ski base and adding more lifts more traffic accommodations seems like a terrible idea to me. **(32.2.9G)**

COMMENT #: 5660
DATE: 8/11/21 5:19 PM
SOURCE: Website
NAME: Mark Gardiner

COMMENT:

What am I missing?

First, what is the capacity of the canyons? **(32.20B)** There must be some number of visitors who would overwhelm the place as we have seen at Zion NP and Arches NP.

Second, what is the capacity of the proposed gondola? I did a back of the envelope estimate and came up with this:

If the gondola cars would hold 32 people most sitting some standing, how often would the gondolas leave the station? How long does it take to load 32 people? Let's say everything is totally regimented and a gondola departs every minute.

$32 \times 60 < 2,000$ people / hour

by comparison a high speed quad chairlift loads 4 people every 6 seconds = 40 people / minute = 2,400 people / hour

So what the gondola proposal would look like is if everyone arriving at Alta and Snowbird by gondola were queuing for the same high speed quad chairlift

**** wow **** If I am off by 100% **(32 people load every 30 seconds)** it still would be a crazy lift line to board the gondola. **(32.2.6.5N and 32.2.6.5C)**

COMMENT #: 5661
DATE: 8/11/21 5:26 PM
SOURCE: Website
NAME: Robert Matthews

COMMENT:

I have reviewed the various alternatives regarding Little Cottonwood Canyon and fully support the gondola solution. Longer-term it will be much more environmentally friendly and reliable than any of the ground based alternatives. **(32.2.9D)**

COMMENT #: 5662
DATE: 8/11/21 5:26 PM
SOURCE: Website
NAME: Dana Stewart

COMMENT:

The gondola appears to be a well thought out solution to a worsening problem. **(32.2.9D)** Any idea what the cost of a round trip ride would be? **(32.2.4A)** I guess the other solution to massive crowding would be to just ratchet up all costs associated with using the areas and let capitalism do the job.

COMMENT #: 5663
DATE: 8/11/21 5:31 PM
SOURCE: Website
NAME: Josh Herr

COMMENT:

I advocate for the gondola choice. It will do more to preserve the natural resources, support the local economy, and protect the environment. **(32.2.9D)**

COMMENT #: 5664
DATE: 8/11/21 5:34 PM
SOURCE: Website
NAME: Mike Musica

COMMENT:

I have been a season pass holder at Alta for several years and very familiar with the traffic problems in Little Cottonwood Canyon. The only solution to these problems is the Tram. **(32.2.9D)** All other proposals will not mitigate traffic problems when there is heavy snow fall. **(32.7C)** There will be some short term environmental concerns associated with building a Tram but these pale in comparison to the long term environmental impact of increase motor vehicle use in the Canyon. I strongly urge UDOT to support the building of the Tram.

COMMENT #: 5665
DATE: 8/11/21 5:37 PM
SOURCE: Website
NAME: Mary Gene Fuller

COMMENT:

I am a Cottonwood Heights resident. I do not ski but use Little Cottonwood Canyon frequently for other purposes. The enhanced bus service is the better option for improving canyon transportation because it doesn't create an eyesore that would detract from the beauty of the canyon, as the gondola would. **(32.2.9A and 32.17A)** Also, unless the gondola has a ridiculously low fare, us frugal Utahns will not ride it, opting to drive instead. **(32.2.4A)** Then you would have continued congestion and eventually have to increase bus service and widen the road anyway. Please don't forget that skiers aren't the only ones to use the canyons. Hikers, bikers, cross-country and back country skiers, campers and site-seers want to enjoy the beauty of the canyon and need to stop at various places along the canyon road. **(32.2.6.3C)** The gondola is touted as the most reliable alternative, but is it really? If there is a breakdown, a lot of people will be stranded at one end or the other or in the air! **(32.2.6.5K)**

COMMENT #: 5666
DATE: 8/11/21 5:44 PM
SOURCE: Website
NAME: Tammy Smith

COMMENT:

Of all the options, I like the bus enhancement with widening the roads up the canyon. **(32.2.9B)** My second choice is the gondola from LaCaille as k k g as there is enough parking for everyone. That is still the big problem...parking! **(32.2.6.5J)**

COMMENT #: 5667
DATE: 8/11/21 5:48 PM
SOURCE: Website
NAME: Paige Rausch

COMMENT:

Please, no gondola! I don't want Little Cottonwood harmed by such an eyesore that is basically a public subsidy for Alta and Snowbird business. **(32.2.9E, 32.17A, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I've been skiing at Alta the last 25 years and am painfully acquainted with the 'red snake.' But, a gondola is not the answer! Please try other alternatives first such as a toll fee for the canyon in the winter and more business service. **(32.2.9A and 32.2.4A)** You build a gondola and there is no going back, LLC will never be the same.

COMMENT #: 5668
DATE: 8/11/21 5:53 PM
SOURCE: Website
NAME: Troy Gulbrandsen

COMMENT:

As an Alta season pass holder, I support the Gondola option **(32.2.9D)**

COMMENT #: 5669
DATE: 8/11/21 5:55 PM
SOURCE: Website
NAME: Daniel Godinez

COMMENT:

Buses get trapped in Parking lots on heavy snow days. (32.2.6.3A)

COMMENT #: 5670
DATE: 8/11/21 6:01 PM
SOURCE: Website
NAME: Doug Nelson

COMMENT:

As an Alta skier for almost 30 years, I MUCH prefer the gondola option since it reduces emissions and would not be affected by avalanches. **(32.2.9D and 32.10A)** I can't wait to relax and enjoy the view on the way to the mountain. Also what is not mentioned is the reduction in traffic accidents, and the decreased emissions not only from not adding more busses, but because everyone is not driving their cars.

COMMENT #: 5671
DATE: 8/11/21 6:03 PM
SOURCE: Website
NAME: Brianna Zimmer

COMMENT:

Gondola!! (32.2.9D)

COMMENT #: 5672
DATE: 8/11/21 6:04 PM
SOURCE: Website
NAME: David Prey

COMMENT:

I support enhanced bus alternative. **(32.2.9A)**. Dont want to see the clutter that Alta wants along wilderness access routes, and construction impacts are underestimated **(32.13A, 32.13B, and 32.19B)**

COMMENT #: 5673
DATE: 8/11/21 6:10 PM
SOURCE: Website
NAME: David Oviatt

COMMENT:

Before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.1.2D, 32.2.9A, 32.2.4A, and 32.2.2PP)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP)**

COMMENT #: 5674
DATE: 8/11/21 6:11 PM
SOURCE: Website
NAME: Alan Ralphs

COMMENT:

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

COMMENT #: 5675
DATE: 8/11/21 6:12 PM
SOURCE: Website
NAME: Del Kovacevic

COMMENT:

I've been vacationing in the little cottonwood canyon since 1987. The thought of more traffic on the road isn't an acceptable solution **(32.2.4A and 32.7C)** .Widening the road will make such a beautiful place less aesthetic **(32.17B)**

COMMENT #: 5676
DATE: 8/11/21 6:13 PM
SOURCE: Website
NAME: Chris Auer

COMMENT:

Initially I was for the gondola option but after viewing the town hall forums on line, I think the prevailing public opinion is probably correct. Certainly widening the road from 2 lanes to 5-6 lanes up the canyon is a non-starter. I'm certain that UDOT engineers believe that they can overcome obstacles like abandoned mines with contaminated tailings and retaining walls of enormous proportions but expanding the road in this manner will turn a gem into a superfund site and ruin the canyon for all future generations regardless of skier traffic. **(32.2.6.3B and 32.16A)**

The gondola option may be more reliable but that too has obstacles to overcome such as feeder road size to access the parking garage through neighborhood roads. **(32.2.6.5E)**

The best option in my opinion is to park people at the gravel pit and increase existing bus service to every 5-10 minutes and limit canyon traffic to ski area essential personnel and people that are living or staying at the base of the ski areas. **(32.2.2B)** Bus everyone else in. This is a far more economical option and one where busses can be upgraded to vehicles with reduced carbon emissions or zero carbon emissions as technology advances. **(32.2.6.3F)** These upgrades and this service would still cost less than the options being considered and would preserve the canyon for future generations regardless of what may happen to our winters down the road.

COMMENT #: 5677
DATE: 8/11/21 6:18 PM
SOURCE: Website
NAME: Henry Risman

COMMENT:

Gondola appears to be a good way to get people up and yet protect the canyon. **(32.2.9D)**

COMMENT #: 5678
DATE: 8/11/21 6:28 PM
SOURCE: Website
NAME: Jim Brown

COMMENT:

I have skied Little Cottonwood Canyon for 40 years and have enjoyed every minute of those experiences. I don't believe the huge cost of a gondola for 2 private resorts to serve such a small portion of the population is a prudent use of public funds. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** So consequentially I'm opposed to this high cost solution. I would be in favor of more electric buses and snow sheds to keep the road open on those 22 days of bad weather. **(32.2.9A and 32.2.9K)** I would limit the amount of skiers on those busy days. **(32.2.2K and 32.2.4A)** Also I think it is the responsibility of both Alta & Snowbird as private corporations to help pay for these enhanced services as they are the sole beneficiaries of the increased tax payer costs. **(32.2.7A)** Lets be prudent, there are many more pressing issues in this valley to be dealt with.

Thank You
Jim

COMMENT #: 5679
DATE: 8/11/21 6:36 PM
SOURCE: Website
NAME: Kasi Anantha

COMMENT:

Gondola is better than improved bus service. **(32.2.9D)**

COMMENT #: 5680
DATE: 8/11/21 6:42 PM
SOURCE: Website
NAME: Michael Harkins

COMMENT:

I support the gondola plan. No need for me to drive up the canyon and cause more pollution. (32.2.9D and 32.10A)

COMMENT #: 5681
DATE: 8/11/21 6:42 PM
SOURCE: Website
NAME: Anthony Bourke

COMMENT:

I'm in favor of the gondola. Seems safer and reduces road congestion. **(32.2.9D)**

COMMENT #: 5682
DATE: 8/11/21 6:47 PM
SOURCE: Website
NAME: Amber Martinson

COMMENT:

Support the gondola (32.2.9D)

COMMENT #: 5683
DATE: 8/11/21 7:00 PM
SOURCE: Website
NAME: Rebecca Hill

COMMENT:

To continue to preserve the beauty of the canyon, I feel the only real option of those proposed is the bus. **(32.2.9A)** The gondola while it may serve a purpose will not get used to it's capacity for the entire year and will be a sight for sore eyes. **(32.17A)** I think we need to make better use of the current public transportation and increase the busses. If a bus lane is necessary, then I believe that is the better option of the alternatives provided **(32.2.9B)**.

COMMENT #: 5684
DATE: 8/11/21 7:10 PM
SOURCE: Website
NAME: Paul Maeder

COMMENT:

I totally support the gondola proposal and totally oppose enhanced bus service. **(32.2.9D and 32.2.9C)**
The road is already a scar on the canyon. Wideneing it would be a further dergradation. My only questions is whether there is a faster gondola technology that could cut the trip time to 20 minutes. Over 30 minutes seems like a lot. After 31 years living here, I can honestly say it's high time to get on with it. **(32.2.6.5O)**

COMMENT #: 5685
DATE: 8/11/21 7:10 PM
SOURCE: Website
NAME: Amy Jensen

COMMENT:

I support the gondola option to reduce traffic congestion in Little Cottonwood canyon **(32.2.9D)**

COMMENT #: 5686
DATE: 8/11/21 7:11 PM
SOURCE: Website
NAME: Moray Cooke

COMMENT:

I support the Gondola option for the decrease in traffic, decrease in co2 emissions, year round tourist attraction and long term reduction in traffic cf to the bus option. **(32.2.9D and 32.10A)**

COMMENT #: 5687
DATE: 8/11/21 7:15 PM
SOURCE: Website
NAME: Steve Vrebalovich

COMMENT:

I support building the Gondola and parking for the Gondola in Sandy or somewhere close to the Little Cottonwood Canyon entrance. **(32.2.9D)** Utah should use Natural Gas bus transportation as soon as possible. **(32.2.6.3E)** The Buses can pick up people in the parking lots you will build for the Gondola. If Bus travel is not safe then I'm sure Utah can figure out another idea until the Gondola is finished.

COMMENT #: 5688
DATE: 8/11/21 7:20 PM
SOURCE: Website
NAME: Doug Friend

COMMENT:

Every time I drive up the canyon I think what a waste of gas, why is there not a tram to take us up. Parking is so limited at the bottom to be rated as useless for taking the bus. The tram seems so superior in so many ways, independent of the weather, don't need to rely on drivers, cheap to operate (not counting installation) and about the greenest way to get up the mountain. This would truly add to the world class skiing there, set it apart from every other ski area in North America **(32.2.9D and 32.10A)**

COMMENT #: 5689
DATE: 8/11/21 7:26 PM
SOURCE: Website
NAME: Mike Gillespie

COMMENT:

I really think the gondola is the best solution. It is proven off the shelf technology and reduces exhaust fumes in the canyon. **(32.2.9D and 32.10A)** It will also add a European flavor to the canyon. I have been a season ticket holder and look forward to this remedy. Once it is in place it is pretty much done. It also saves a lot of wear and tear on the road. That's a lot of positives.

COMMENT #: 5690
DATE: 8/11/21 7:27 PM
SOURCE: Website
NAME: Agnieszka Wozny

COMMENT:

YES, I'm all for it (32.29D)

COMMENT #: 5691
DATE: 8/11/21 7:29 PM
SOURCE: Website
NAME: Anthony Martinez

COMMENT:

The gondola is the better option and the resorts need to contribute towards the cost of its creation.
(32.2.9D)

COMMENT #: 5692
DATE: 8/11/21 7:33 PM
SOURCE: Website
NAME: Becca Anderson

COMMENT:

The gondola is not the right option. **(32.2.9E)** Widening lanes, car pool lanes, or flex lanes are the answer. **(32.2.2D, 32.2.2P, and 32.2.4A)** The gondola only provides travel between the La Calle station and the ski resorts. In the first case, the gondola uses government funds to provide preferential treatment to private businesses. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Secondly, it does nothing to serve the needs of all the hikers, climbers, bikers, and other recreates in the canyon. Wider lanes, flex lanes, or car pool solutions serve more people who use the entirety of the canyon all year long. **(32.2.2D and 32.2.2P)** Better enforcement of the traction laws is a fantastic place to start. **(32.2.2M)** The canyon patrol does little to discourage unprepared drivers from entering the canyon. This could be addressed immediately.

COMMENT #: 5693
DATE: 8/11/21 7:39 PM
SOURCE: Website
NAME: Janet Czujak

COMMENT:

Looks like a great idea but more information is needed on cost of the project and fees to ride. (32.2.4A and 32.2.7C)

COMMENT #: 5694
DATE: 8/11/21 7:56 PM
SOURCE: Website
NAME: John Weber

COMMENT:

I would like a gondola. (32.2.9D)

COMMENT #: 5695
DATE: 8/11/21 7:57 PM
SOURCE: Website
NAME: Mary Bourke

COMMENT:

I'm terrified of heights. When I watched the demo video it looked like the proposed gondola went very high off the ground. Is that true? **(32.2.6.5L)**

COMMENT #: 5696
DATE: 8/11/21 8:01 PM
SOURCE: Website
NAME: Ryan Kennedy

COMMENT:

I would strongly suggest installing the gondola system. Last winter I was stuck in the canyon for 3 days due to avalanches and no amount of busses and bus lanes would solve that issue, but a gondola can be built to run through anything. **(32.2.6.5H and 32.2.9D)** Also, additional busses will only make traffic worse, and unless you plan on buying an electric fleet, you'll be creating more pollution. **(32.2.6.3F and 32.10A)** Plus, the right gondolas can be heated, plush, running all day long, quiet and low pollution. Seems like an easy decision **(32.2.6.5F and 32.2.6.5U)**.

COMMENT #: 5697
DATE: 8/11/21 8:07 PM
SOURCE: Website
NAME: Thomas Woodruff

COMMENT:

A beautiful idea. I would consider a larger base station parking area. **(32.2.6.5J)** From someone who has driven up whenever I visit I can't see anyone who would not take the gondola when available!!! **(32.2.9D)**

COMMENT #: 5698
DATE: 8/11/21 8:09 PM
SOURCE: Website
NAME: Nancy Eckhout

COMMENT:

Do NOT continue with either the plan to widen the road to Alta or the gondola. **(32.2.9C and 32.2.9E)** Little Cottonwood Canyon needs to be protected because it is a fragile environment and increasing the public access to the canyon can only result in more human caused environmental problems such as de-forestation and fires. **(32.20B)** The foothills of Salt Lake County would also be impacted by large parking lots and increased transportation use of Wasatch Blvd. and Alta Canyon Road just for the benefit of ski resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I would suggest a substantial fee and toll booth at the mouth of Little Cottonwood Canyon for those who drive in the canyon or more buses during peak seasons of use. **(32.2.4A)** The State has more important public transportation needs such as improvements of the freeway system to provide safer roads for both commercial trucks and private vehicles. The recent large accident near Cedar City on I 15 shows a need for more public safety on our roads. Use the huge amount of money for either the widening of Little Cottonwood Canyon or the gondola to make our freeway system safe.

COMMENT #: 5699
DATE: 8/11/21 8:10 PM
SOURCE: Website
NAME: John Bridges

COMMENT:

No to the Gondola. Mass Transit **(32.2.9E)**

COMMENT #: 5700
DATE: 8/11/21 8:28 PM
SOURCE: Website
NAME: Seth Kupferman

COMMENT:

I support the proposed Gondola proposal which is environmentally sound and properly addresses canyon congestion ! **(32.2.9D)**

COMMENT #: 5701
DATE: 8/11/21 8:30 PM
SOURCE: Website
NAME: Gary Rowles

COMMENT:

I'm in favor of the Gondola concept. I have skied Little Cottonwood for 20 years, am a back country skier, but also ski Alta about 30-40 times per year. As an aging skier, it would be of great benefit to park my car at the gondola base, and not have to drive the canyon both ways, especially on snowy days. **(32.2.9D)**

I've also lived in Europe and skied many of the resorts in the Alps. Their gondolas, snowsheds, tunnels, etc. make their mountains very accessible to locals as well as tourists who visit. Like it or not, we live near one of the best ski areas in North America and, barring global warming ending the sport, we will have increased traffic and visitation over the next 20 years. It's time we start acting like a world class ski destination and upgrade our mountain complex. **(32.2.9K and 32.2.2E)**

COMMENT #: 5702
DATE: 8/11/21 8:42 PM
SOURCE: Website
NAME: Gary Lowenstein

COMMENT:

I have been coming to LCC for many years. Ski at Alta stay at The Rustler. PHENOMINAL IDEA awesome concept. Hope you can bring it to fruition **(32.29D)**

COMMENT #: 5703
DATE: 8/11/21 8:58 PM
SOURCE: Website
NAME: Rylee Malotky

COMMENT:

Skied Cottonwood Canyon 2018 winter, traffic was terrible going up and down, even with buses. Gondola option provides safe, efficient, and environmentally friendly option to preserve such a great place to ski. Thanks! **(32.2.9D)**

COMMENT #: 5704
DATE: 8/11/21 9:03 PM
SOURCE: Website
NAME: Kristopher Gotleb

COMMENT:

This plan will destroy precious rock climbing. There is a better way. **(32.4A, 32.4B, and 32.2.2P)**

COMMENT #: 5705
DATE: 8/11/21 9:03 PM
SOURCE: Website
NAME: Hailey Kirlin

COMMENT:

I dislike the gondola and wider road's negative impact on climbing access. **(32.4A and 32.4B)** Please address this at your next meeting. A better environmental alternative for all parties, except Alta and Snowbird profit, would be to limit the amount of people allowed in the canyons. **(32.2.2L, 32.2.2K, 32.2.4A, and 32.20B)** While restricted access would hinder winter plans, it would help the environment, climbing access, and decrease the amount of people affected by avalanches.

COMMENT #: 5706
DATE: 8/11/21 9:04 PM
SOURCE: Website
NAME: Devan Romano

COMMENT:

We need to protect access to climbing. As world class as the snow is, so is our climbing. **(32.4A and 32.4B)** The gondola would significantly impact access to hiking and climbing trails. I think a toll would be in order during the winter (and maybe summer) months to fund and encourage groups to travel together. **(32.2.4A)**

COMMENT #: 5707
DATE: 8/11/21 9:07 PM
SOURCE: Website
NAME: Kayla McKinney

COMMENT:

Please do not build the gondola. **(32.2.9E)** It will destroy many iconic climbs in Little Cottonwood Canyon and permanently alter the canyon. **(32.4B and 32.17A)** Please look into alternatives with bus lanes, and bus only hours on high traffic ski weekends. **(32.2.9B and 32.2.2B)**

COMMENT #: 5708
DATE: 8/11/21 9:09 PM
SOURCE: Website
NAME: Ann Peterson

COMMENT:

I would prefer the enhanced bus lane, adding additional lanes for peak periods. **(32.2.9B)**

COMMENT #: 5709
DATE: 8/11/21 9:12 PM
SOURCE: Website
NAME: Natalie Sheffield

COMMENT:

I am a science teacher, climber, and skier. I believe that less impactful mitigation strategies should be explored before UDOT goes ahead with either the gondola or road widening. **(32.2.2PP and 32.2.9A)** I have taken students on field trips to the boulders near highway 210 and showed them the U shape of the canyon at the mouth. A gondola would heavily impact the canyon visually and in terms of land use, as would widening the road. **(32.17A and 32.17B)** I think UDOT should consider tolls, and increased bus service first. **(32.2.9A and 32.2.4A)**

COMMENT #: 5710
DATE: 8/11/21 9:16 PM
SOURCE: Website
NAME: Andrew Hegewald

COMMENT:

The gondola is a win/win/win situation. Win #1: removes congestion during high snow days, avalanche days, traffic accident days, etc. Win #2: no carbon emissions. Win #3: allows public to get out of the canyon and/or resort hotels when roads are closed. Go with the gondola! **(32.2.9D, 32.10A, and 32.2.6.5H)**

COMMENT #: 5711
DATE: 8/11/21 9:19 PM
SOURCE: Website
NAME: Matt Picard

COMMENT:

The gondola option doesn't accomplish the goal of managing traffic on Wasatch outside the ski season, nor does it serve any other parts of the canyon with the exception of the resorts. **(32.1.2B, 32.2.6.2.2A, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Large volumes of passenger vehicles will still be heading up for roadside and major trailhead parking. **(32.2.4A and 32.1.2D)**

Count my vote for abundant snow sheds, enhanced bus service and even up to restricting all non-bus traffic during peak periods if necessary. **(32.2.9K, 32.2.9A, and 32.2.2B)** Any parking options at the base of the canyon can serve a dual purpose during the off season as well for those commuters who choose to use mass transit for commuting and would prefer to park and ride. **(32.2.6.2.1F)**

Once we pave or put in poles we'll never get the land back. We can manage the growth sensibly starting as soon as today and leverage new technologies such as electric buses as they become more economical to remove emissions from the canyon. **(32.2.6.3F)**

The idea of a gondola sounds great, but it caters to one type of canyon user during one season. Widening the road and bringing more cars to the base also isn't the best option. **(32.1.2D, 32.7C, and 32.2.4A)** Let's continue to expand our existing bus transportation network throughout the valley and make it the preferred, economical and most convenient method of travel instead of trying to build our way out of the problem. **(32.2.2I)**

COMMENT #: 5712
DATE: 8/11/21 9:22 PM
SOURCE: Website
NAME: Bonnie Knight

COMMENT:

Great idea. I support gondola idea wholeheartedly. (32.2.9D)

COMMENT #: 5713
DATE: 8/11/21 9:27 PM
SOURCE: Website
NAME: Morgan Daines

COMMENT:

We should preserve the canyon as much as possible and better manage traffic with enhanced bus service. **(32.2.9A)** At the very least try it for a few years. Gondolas change everything and can't be undone. Also, why are the ski resorts paying for the gondola option? They're large corporations with access to credit markets. Let them cover the cost if it comes to that. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5714
DATE: 8/11/21 9:28 PM
SOURCE: Website
NAME: Johnathan Nuss

COMMENT:

I'm in favor of the gondola. Really seems like a good long term solution to minimize environmental impact and keep little cottonwood as a pristine treasure that we get to enjoy here. I love that canyon. I'd love to see it taken care of best we can so there is skiing, hiking, and everything else for generations to come. **(32.2.9D)**

COMMENT #: 5715
DATE: 8/11/21 9:29 PM
SOURCE: Website
NAME: John Shirley

COMMENT:

I am opposed to the solution of a gondola. **(32.2.9E)** This is a poor use of tax payer money to serve a private company. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Limit the number of users to both snowbird and Alta so other users have greater access to the canyon. **(32.2.2K and 32.2.4A)**

COMMENT #: 5716
DATE: 8/11/21 9:29 PM
SOURCE: Website
NAME: Gregg Fiddymont

COMMENT:

I am a long time season ticket holder at Alta--35 years. I have much experience with the traffic up and down Little Cottonwood. I believe the gondola is the only viable method to improve the movement of skiers. Sooner or later, any road and traffic management is going to be insufficient. The gondola project is the best way to get people to the Greatest Snow on Earth, and back again. **(32.2.9D)**

COMMENT #: 5717
DATE: 8/11/21 9:33 PM
SOURCE: Website
NAME: Christopher Martin

COMMENT:

I think a simple camera based toll system would be a cheap alternative that could be implemented in weeks. The tolls could be adjusted as necessary, and UDOT could collect them through license plate numbers. (32.2.2Y)

COMMENT #: 5718
DATE: 8/11/21 9:40 PM
SOURCE: Website
NAME: Addie Shaw

COMMENT:

Before the gondola plan is implemented, it's important to consider the reason for it's necessity in the first place. The reason why congestion in Little Cottonwood Canyon has become so problematic is because people travel from all over the world to ski, to climb, to hike, to adventure, to explore. A gondola will take away much of the surrounding nature that provides these opportunities. **(32.4B, 32.13A, and 32.17A)** It's almost a counterintuitive idea, really. In order to provide convenience in these activities, the natural world that produces them is being destroyed. Since the gondola will take away the very reasons for tourist attraction, why build it? **(32.2.9E)** It won't be needed then. People will stop coming. In addition, we've seen the temperatures breaking records every summer. The world is catching on fire because of humanity. **(32.2.2E)** We shouldn't be adding to the problem by taking away more Mother Nature only to be replaced by industrialization, the very thing that is destroying our planet. It's vital that a plan is formed to limit the traffic up the canyon in order to reduce greenhouse gasses, **(32.20B and 32.10A)** but a gondola that destroys so much natural beauty that attracts people to the canyon in the first place is not the answer.

COMMENT #: 5719
DATE: 8/11/21 9:40 PM
SOURCE: Website
NAME: Preston Phillips

COMMENT:

After thoroughly reviewing the options presented, I'm in favor of a gondola as a means to reduce congestion in LCC. **(32.2.9D)**

COMMENT #: 5720
DATE: 8/11/21 9:45 PM
SOURCE: Website
NAME: Andrew Harris

COMMENT:

Do a multi car gondola like Whistler Peak to Peak! DO IT! (32.2.9D)

COMMENT #: 5721
DATE: 8/11/21 9:58 PM
SOURCE: Website
NAME: Derek Acker

COMMENT:

I don't believe the gondola project is in the best interest of Alta, Snowbird and the people/locals who enjoy the use of these areas. **(32.2.9E and 32.1.2D)** I think that there should be a ticket booth at the base of the road, season pass gets you up the road and free parking. **(32.2.2Y and 32.2.4A)** At the booth they should also be checking for snow tires and can issue stickers for vehicles that have already been approved such like the udot program that has been implemented these past few seasons. **(32.2.2M)** The road should be improved and widened to allow turn-out areas and it should be enforced that slower vehicles turn out similar to other National Parks. Improve the parking at the base and swamp lot park and ride with covered, multi-level parking garages. **(32.2.6.2.1C)** Add buses that only go to either snowbird OR alta to improve the process of getting to Alta and not spending time stopped at snowbird. **(32.2.6.3N)** And of course also remove the ikon pass **(32.2.2K)**.

COMMENT #: 5722
DATE: 8/11/21 10:08 PM
SOURCE: Website
NAME: Chad Holcomb

COMMENT:

Fantastic idea. You have my full support. (32.29D)

COMMENT #: 5723
DATE: 8/11/21 10:16 PM
SOURCE: Website
NAME: Delese Bettinson

COMMENT:

I'm for the Gondola option! Lighten the load of traffic up and down a narrow passageway **(32.2.9D)**

COMMENT #: 5724
DATE: 8/11/21 10:20 PM
SOURCE: Website
NAME: Ben Lawhon

COMMENT:

A gondola is an excellent alternative for the canyon, and would do wonders to ease the traffic issues. A gondola would run in most any weather, and would be a welcome addition to the UT ski scene **(32.2.9D)**.

COMMENT #: 5725
DATE: 8/11/21 10:25 PM
SOURCE: Website
NAME: David Heeger

COMMENT:

I'm a property owner in Park City and I spend most of the winter season here in Utah with my family. I have a strong preference for the gondola option. **(32.2.9D)** The bus alternative may be less expensive but it won't provide a safe mode of transportation when the weather is bad. In addition, we learned these past two years that there are circumstances when it isn't practical for people to be crowded together on a bus. Let's please do this right so that we don't have to do it again a few years later. The gondola is clearly the better option.

COMMENT #: 5726
DATE: 8/11/21 10:33 PM
SOURCE: Website
NAME: Stuart Hopkins

COMMENT:

Running only busses is a much better option to the proposed two options. **(32.2.9B)** This alternative has been ariund from the beginning but the planning commission for some reason has decided it is the wrong answer for some reason. Zion national park has successfully used this strategy as has beaver creek resort. With busses you don't need a massive hub that will have its own parking problems. You can run express lines anywhere in the valley and adapt to needs. **(32.2.2I)** If it happens to fail then busses are reusable. If the other plans fail you are out of a lot of money with nothing to show. Be sensible and choose a bus only canyon **(32.2.2B)**.

COMMENT #: 5727
DATE: 8/11/21 10:38 PM
SOURCE: Website
NAME: Karyn Kerdolff

COMMENT:

UDOT should account for any impacts to recreation and the natural environment that are not replaceable. **(32.29G)** Less permanent treatments should be considered first. **(32.2.9A and 32.29R)** Climbing areas and boulders should be protected. **(32.4A and 32.4B)** The gondola is an outrageous waste of resources and alters the physical environment and completely takes away from the views. **(32.17A)** Public transportation should be encouraged and enhanced first and foremost **(32.2.4A and 32.2.9A)**

COMMENT #: 5728
DATE: 8/11/21 10:41 PM
SOURCE: Website
NAME: Sarah Petersen

COMMENT:

I don't support Gondola as it means the only way to access resorts is by paying a fee for Gondola use. **(32.2.4A)** Alta is already making skiing inaccessible to the average middle class family by basically removing ski after 3 program and this would make skiing for locals and middle class families even less affordable **(32.2.9G)**

COMMENT #: 5729
DATE: 8/11/21 11:03 PM
SOURCE: Website
NAME: Lee Anne Road Clears

COMMENT:

35 is best for both skiers and residents along the neighborhood. Everyone hates 0 mph, which results from UDOT posting 50: a constant hazard to residents along Wasatch, and blizzard loving skiers who come when 35 is perhaps too fast for road conditions. **(32.2.6.2.2A)** With such a fundamental wrong, and covid having changed so much--we need to pause for a year or too. **(32.2.4A)** For this winter nothing will change anyway. Fix the speed, divert idling traffic to Sandy at the High T, close the road to non-residents and employees until the road clears and we know how much parking there is in the canyon. There is an app for that. **(32.2.4A)**

COMMENT #: 5730
DATE: 8/11/21 11:34 PM
SOURCE: Website
NAME: Jeffery Scott

COMMENT:

Please don't destroy our amazing boulders we climb on. **(32.4A and 32.4B)** Every year we lose more and more nature. Keep Utah as natural as you can. We are some of the last beautiful country.

COMMENT #: 5731
DATE: 8/11/21 11:43 PM
SOURCE: Website
NAME: Sierra Goodridge

COMMENT:

Unnecessary moves. Harms the environment and ruins wilderness here in Utah that once taken can never be fully returned. **(32.29D)**

COMMENT #: 5732
DATE: 8/11/21 11:43 PM
SOURCE: Website
NAME: Brian Boguess

COMMENT:

One hell of an idea! Airlines in winter can charge an extra \$10-\$20 and cover cost of construction.
(32.29D)

COMMENT #: 5733
DATE: 8/11/21 11:45 PM
SOURCE: Website
NAME: Tom Bogue

COMMENT:

EIR reports are about the proposed construction and it's impact to the environment. But what this EIR should be discussing is what happens if you don't build this gondola. Fast track this great idea and set the standard for mountain travel. **(32.2.9DG and 32.29D)**

COMMENT #: 5734
DATE: 8/12/21 12:40 AM
SOURCE: Website
NAME: Lee Anne Walker

COMMENT:

Make Skiing Fun Again. Powder hounds love that little crack in the solid granite mountain that runs sharply up for several thousand feet. From about Bonneville Shoreline Height above valley, to a climb in 9,000 units range of a scale that tops out in high 90's for avalanche danger. Hence cannon shot into the snow--to bring the danger down from astronomical to severe. That is why the forest service built a gate across the two lane road, which becomes a bottle neck safely keeping cars out of the canyon until the danger has literally been brought down and plowed away. There has so far been remarkable success in keeping cars from being swept off the road into the river. Their was a close call UDOt is aware of because some staff were driving the road in heavy autumn rainfall and of 11 vulnerable slide areas sent mudslides that they were able to drive out but were still trapped and needing rescue--people and later cars. It could have been much more serious. Let's do this for a while until we know what is changed **(32.29D)**

COMMENT #: 5735
DATE: 8/12/21 2:05 AM
SOURCE: Website
NAME: Lawrence Midura

COMMENT:

The Gondola idea seems quite good. It is essentially what Banff Sunshine did in Canada to provide safe travel for skiers to the base of the alpine lifts. Less carbon pollution with less cars and buses making the drive up the road to Snowbird & Alta. **(32.2.9D and 32.10A)**

COMMENT #: 5736
DATE: 8/12/21 2:53 AM
SOURCE: Website
NAME: Mark Gerard

COMMENT:

I support the Gondola concept for Little Cottonwood Canyon as the most sensible and environmentally friendly solution. **(32.2.9D)**

COMMENT #: 5737
DATE: 8/12/21 3:57 AM
SOURCE: Website
NAME: Steven Frederick

COMMENT:

I definitely wouldn't say that I am elegant with my words. However, I do feel like I need to say something about this particular matter. Nature at this point in time is becoming a rare commodity on the west coast. People from all over the world come to see Little Cottonwood. They come to hike, climb, and just enjoy the the sites of LCC. I understand expanding a road will make it easier for drivers to get where they're going, but I believe there are way better options than destroying so much landscape that people have come to know and love. **(32.1.2D, 32.2.4A, and 32.2.2PP)** For example, if people need to get to the top of the mountain you could subsidize busses to take them there or somehow make it easier and affordable to get to and from LCC. **(32.2.9A)** This will still take an environmental impact, but it's way less damaging to the natural habitat of the area. Please do not destroy LCC for a road.

COMMENT #: 5738
DATE: 8/12/21 5:13 AM
SOURCE: Website
NAME: John Schwartz

COMMENT:

Sounds like a thoughtful and practical solution to a big problem. Opposing this would be irrational (32.29D).

COMMENT #: 5739
DATE: 8/12/21 5:39 AM
SOURCE: Website
NAME: Edwin Humphrey

COMMENT:

I think this is a very forward thinking idea and that it would be well received and we would use it. I hope this project is realized. **(32.29D)**

COMMENT #: 5740
DATE: 8/12/21 5:55 AM
SOURCE: Website
NAME: Andrew Maisey

COMMENT:

As an avid user of the little cottonwood canyon in the winter time, I believe the gondola solution would better mitigate the congested traffic issues when heavy snowfalls occur. It would not be as heavily affected as the road would be, and it would be more asthetically pleasing in my opinion **(32.2.9D, 32.17A, and 32.17B)**

COMMENT #: 5741
DATE: 8/12/21 6:00 AM
SOURCE: Website
NAME: Ezra Nuttall

COMMENT:

Both ideas will have negative impacts on other canyon users. A better alternative would be to increase bus service on the existing road and limit the overall number of vehicles. **(32.2.9A and 32.2.4A)** This would be cheaper for the public and not destroy world class bouldering or put the eye sore of cables and towers close to some of the best climbing Utah has to offer. **(32.4A, 32.4B, 32.17A, and 32.7B)** Both proposals would destroy the character and beauty of the canyon. Please don't destroy the canyon for the sake of convenience to a single user group. **(32.1.2D, 32.2.7A, 32.4I, 32.7B, and 32.7C)**

COMMENT #: 5742
DATE: 8/12/21 6:03 AM
SOURCE: Website
NAME: David Sabo

COMMENT:

I gondola would be the sovereign choice. **(32.2.9D)** You can also expand it over to Park city and deer Valley area connecting Snowbird Alta Brighton Solitude in Park city **(32.1.5B)**

COMMENT #: 5743
DATE: 8/12/21 6:12 AM
SOURCE: Website
NAME: Matthew Carlson

COMMENT:

I support the option of a gondola in little cottonwood canyon. **(32.2.9D)**

COMMENT #: 5744
DATE: 8/12/21 6:19 AM
SOURCE: Website
NAME: Lucy Harrington

COMMENT:

I am all for a gondola. The road in the canyon is treacherous in the winter. (32.2.9D)

COMMENT #: 5745
DATE: 8/12/21 7:01 AM
SOURCE: Website
NAME: Karen Risch

COMMENT:

Go for the least environmentally damaging choice: The gondola. **(32.2.9D)**

COMMENT #: 5746
DATE: 8/12/21 7:12 AM
SOURCE: Website
NAME: Kimberly Parker

COMMENT:

We support the gondola option as it does not rely on weather and avoids more traffic on slick roads. No one likes the buses now and to increase them would be problematic. Either way, a parking garage at the bottom of the canyon is necessary and a gondola would be an enjoyable alternative that would encourage people to use it by its very nature. **(32.2.9D)** Buses are something people use because you have to or you don't want to pay for parking because it takes FOREVER. The gondola would not have the traffic and weather issues the bus has so more people would use it.

COMMENT #: 5747
DATE: 8/12/21 7:19 AM
SOURCE: Website
NAME: Taylor Currier

COMMENT:

I do not support the 2 options proposed for little cottonwood canyon transportation. **(32.2.9C and 32.2.9E)** The gondola option and the bus option have unmitigated impacts on other forms of recreation like climbing and hiking. **(32.4A, 32.4B, and 32.4G)** A transportation alternative needs to be developed that does not impact other recreation opportunities in the canyon. I do not support the LCC EIS alternatives. **(32.2.9G)**

COMMENT #: 5748
DATE: 8/12/21 7:23 AM
SOURCE: Website
NAME: Karl Mudge

COMMENT:

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

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP)**

COMMENT #: 5749
DATE: 8/12/21 7:27 AM
SOURCE: Website
NAME: Cody Cagle

COMMENT:

Preserve Little Cottonwood. Build a gondola. **(32.2.9D)**

COMMENT #: 5750
DATE: 8/12/21 7:36 AM
SOURCE: Website
NAME: David Trueman

COMMENT:

The gondola option is my preferred alternative and best meets the need to reduce congestion up canyon. **(32.2.9D)**

COMMENT #: 5751
DATE: 8/12/21 7:56 AM
SOURCE: Website
NAME: Gary Provolt

COMMENT:

Do it! However do not restrict those who want to drive by charging \$!!! When using their own vehicle.
(32.29D)

COMMENT #: 5752
DATE: 8/12/21 7:59 AM
SOURCE: Website
NAME: Enid Hughes

COMMENT:

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

COMMENT #: 5753
DATE: 8/12/21 8:02 AM
SOURCE: Website
NAME: Sheri Muro

COMMENT:

The gondola seems like a good approach to helping llc. It also provides extra benefit of making llc a little special **(32.2.9D)**

COMMENT #: 5754
DATE: 8/12/21 8:21 AM
SOURCE: Website
NAME: Jack Stauss

COMMENT:

Little Cottonwood Canyon has been subject to exploitation since white settlement in the Salt Lake Valley. Early Euro-American settlers drilled and dug deep into its limestone and granite walls, looking for minerals. When the few minerals they discovered were all gone, they cut down all of the trees, degrading the habitat and watershed. Since then, the ski resorts have driven the big business up canyon - chairs, lodges, and condos fill the upper reaches of LCC. They have indeed taken up much of the best high elevation terrain and landscape.

This debacle is not simply on the ski resorts though. It is a legacy of poor planning and our legislature bending to the whims of developers. There is big money to be made, and there's no way that our policy makers will get in the way of that. At some point though there will be a reckoning. We must understand that this place does have a carrying capacity. **(32.20B)** . We can only load up the canyon with so many people and so much infrastructure. One day we'll wake up and there will simply be nowhere else to go. We want to keep planning for "mobility and reliability"? No. We must plan for something else. We must plan for the mountains, for the watershed, and for a hotter, drier future in the Mountain West. We have to plan around the fact that mountain recreation and wilderness experience is innately based in scarcity, and that each year it is changing dramatically.

This reality is not in the current DEIS. A gondola or road expansion is not going to solve these problems. **(32.1.2B)** They will only further exacerbate the problems we already see - traffic jams, long lines, grumpy tourists, and people literally fighting for the last scraps of fresh snow. **(32.7B, 32.7C, and 32.20C)** They play into the developers hand. They are marketable ways to push a money making agenda, to get MORE people up canyon, faster. **(32.1.2B, 32.2.4A, and 32.20C)** The current plans only allow for winter recreation at the two ski areas. They will both demolish the canyon bottom, and worse still with the gondola, the viewshed itself. This is unacceptable. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.17A, and 32.17B)**

Let's take a step back. What do we want to do? We want to help people better experience Little Cottonwood Canyon. All people, in all seasons, for all purposes. We want to maintain an environmentally sound canyon and to help restore regions that are degraded. We can accomplish this without massive development in the canyon, indeed we must.

Pieces of the current DEIS are good. Let's build a large parking structure at the gravel pit. Let's run clean-burning busses up BOTH Big and Little Cottonwood from there and 9400 Highland. **(32.2.9A)** While many will be direct lines straight to the ski resorts, some should be flexible backcountry busses, running 12 months a year. **(32.1.2C and 32.2.6.3C)** Let's have variable lanes that only allow busses and HOVs during peak hours. **(32.2.2P)** Let's limit the amount of cars that go up the canyons on specific days. **(32.2.2L and 32.2.4A)** And let us all realize that there are some days we simply will not make it up LCC to go skiing! Mother nature and living in an urban metropolis should make that easy enough to understand.

Let's start with that. We don't need to break ground when we really haven't even made an earnest effort at a more holistic and less invasive solution. This sounds like a crazy torch to carry these days, but I just want to know that in the future, if LCC is lost to large-scale development, I did my part to help future generations see and experience what I have in this amazing Little piece of the world. I owe it too much not to. **(32.20F)**

COMMENT #: 5755
DATE: 8/12/21 8:21 AM
SOURCE: Website
NAME: Gabriel Fox

COMMENT:

Little Cottonwood Climbing should be protected from UDOT's proposed roads. **(32.4A)**

COMMENT #: 5756
DATE: 8/12/21 8:28 AM
SOURCE: Website
NAME: Mason Shea

COMMENT:

While I have already submitted a comment, I think it's important to speak out every time Alta where I ski posts a ridiculous video pandering for the gondola. **(32.2.9E)**

The gondola is the most expensive, most impactful, and least versatile option. It will take the longest to implement with new ability to role out phases like a bus would (ie. increase bussing via existing methods, adding temporary new bus stops, etc. etc.). **(32.2.7C and 32.2.6.5A)** Additionally, the gondola serves two and only two entities the resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**. While I am an active resort user I also use the backcountry and participate in other events/activities around the valley.

People will always need to be moved from point A to point B. good luck figuring out how to re-use the expensive gondola that was built to help get people to RSL games, utilize it for bussing people during work, etc.

I am strongly against building the gondola as our first step into this, and really even using the expanding lanes as the first step, when you have neither tried NOR EVEN DISCUSSED other interim options that you could implement THIS YEAR to determine their affect on traffic. **(32.29R)**

Work UDOT and the resorts to implement the following before we go tearing up our resources....

1. Actually enforce traction laws in the canyon. This cost can easily be part split between taxpayers and the resorts. **(32.2.2M)**
2. Implement a tolling system in the canyon based on vehicle occupancy exactly like every other toll road works. Incentivize people to carpool **(32.2.2Y)**
3. Incentive individuals to take the bus by making it a better option, via fast lanes on wasatch blvd, and making all 2nd lanes on the way up the canyon bus only, so that they can skip at least some traffic. **(32.29D)** As it is today, all the second lane does is create congestion as we're all absolute sh*t drivers that don't understand how to merge. Force cars to stay in a single lane and allow the bus to fast track.
4. Increase bussing utilizing temporary stations as bus capacity reaches 100%. **(32.2.2I and 32.29D)**

Thank you

COMMENT #: 5757
DATE: 8/12/21 8:28 AM
SOURCE: Website
NAME: Michael Franz

COMMENT:

A tram through Little Cottonwood Canyon presents a solution to a problem that is driven mainly by two large businesses/ trip generators, Alta and Snowbird ski resorts, whose chief travel peaks lie in the winter-time. **(32.1.2B)** While these two key attractions will likely welcome a tram over enhanced bus service, fact of the matter is that the visual impact of constructing a tram will change the appearance and environment of the canyon forever for all, and the truly great views will only be available to the few who have the privilege to travel the tram. **(32.17A and 32.2.4A)**

As we find ourselves in a year of severe drought, looking back on decades of low snow pack and precipitation, the question on what solution best suits the current congestion problem in Little Cottonwood Canyon should invariably consider a reasonable prediction of future land uses and the resulting winter peak traffic. Only a couple short decades into the future the use of the Canyon will likely shift dramatically during the winter months as a Salt Lake City and Wasatch Front in the year 2040 or 2050 will almost certainly experience significantly less snowpack. Research conducted at the University of Utah suggest precipitation in northern Utah may in fact increase in the winter time, temperatures however will increase as well, so added snowpack will likely not be the case long-term. As a result of warming temperatures ski resorts such as Snowbird and Alta, the two chief beneficiaries of traffic upgrades in Little Cottonwood Canyon, will invariably see fewer winter-time users, thus resulting in reduced traffic demand. To my best knowledge the WFRC model does not consider such factors, and the UDOT traffic model may thus be flawed in estimating future traffic demand. **(32.2.2E)**

I have long held the belief that UDOT's role should expand beyond motorized travel and include alternative measures to address transportation demand and I acknowledge the proposed tram has many benefits, including a separated ROW from roads and busses and less localized air and noise pollution. **(32.10A and 32.11D)** However, because of the high cost the project will likely have a long project horizon, and the cost of the improvement will likely never be paid off by the chief beneficiaries within the coming decades. Ultimately the tax payers will in the end be stuck footing the bill for this corporate handout. **(32.2.7A)** The public will be served best through a flexible and proven mode of transportation. The tram alternative will bring less flexibility in its use than an enhanced bus service as the alignment will be more rigid, it will not provide easy opportunities to scale up or down based on the demand, and will have very exclusive infrastructure that can't be easily relocated to other areas as needed if demand shifts. **(32.2.6.5A)** An improved bus system however will allow for greater flexibility along the corridor, with express service, easy changes in service frequency and easy adaptation to other corridors when needed. **(32.2.6.3D)**

While transportation improvements are necessary for Little Cottonwood Canyon we also have an obligation to protect our open spaces for future generations. Rather than turning Little Cottonwood Canyon into an outdoor amusement park, the focus should be on producing solutions that help solve the congestion problems. Enhanced bus service does this formidably well. **(32.2.9A)**

COMMENT #: 5758
DATE: 8/12/21 8:29 AM
SOURCE: Website
NAME: John Chrisman

COMMENT:

I think the gondola is the absolute best long-term solution. Both from an environmental and safety standpoint. **(32.2.9D)**

COMMENT #: 5759
DATE: 8/12/21 8:32 AM
SOURCE: Website
NAME: Gerald Smith

COMMENT:

I believe a gondola from the base of the canyon would be a great solution for many issues with canyon travel. These include traffic, pollution, avalanche danger, affordability, and timeliness. It will also be a great draw for visitors to the canyon year-round. **(32.2.9D)**

COMMENT #: 5760
DATE: 8/12/21 8:34 AM
SOURCE: Website
NAME: Jack Stauss

COMMENT:

Revised comment (resubmitting):

Little Cottonwood Canyon has been subject to exploitation since white settlement in the Salt Lake Valley. Early Euro-American settlers drilled and dug deep into its limestone and granite walls, looking for minerals. When the few minerals they discovered were all gone, they cut down all of the trees, degrading the habitat and watershed. Since then, the ski resorts have driven the big business up canyon - chairs, lodges, and condos fill the upper reaches of LCC. They have indeed taken up much of the best high elevation terrain and landscape.

This debacle is not simply on the ski resorts though. It is a legacy of poor planning and our legislature bending to the whims of developers. There is big money to be made, and there's no way that our policy makers will get in the way of that. At some point though there will be a reckoning. We must understand that this place does have a carrying capacity. **(32.20B)**

We can only load up the canyon with so many people and so much infrastructure. One day we'll wake up and there will simply be nowhere else to go. We want to keep planning for 'mobility and reliability'? No. We must plan for something else. We must plan for the mountains, for the watershed, and for a hotter, drier future in the Mountain West. We have to plan around the fact that winter mountain recreation and wilderness experience is innately based in scarcity, and that each year it is changing dramatically.

This reality is not in the current DEIS. Neither a gondola nor road expansion will solve these problems. **(32.1.2B)** They will only further exacerbate the problems we already see - traffic jams, long lines, grumpy tourists, and people literally fighting for the last scraps of fresh snow. **(32.7B, 32.7C, and 32.20C)** They play into the developers hand. They are marketable ways to push a money making agenda, to get MORE people up canyon, faster. **(32.1.2B, 32.2.4A, and 32.20C)** The current plans only allow for winter recreation at the two ski areas. They will both demolish the canyon bottom, and worse still with the gondola, the viewshed itself. This is unacceptable. **(32.1.2D, 32.2.7A, 32.7B, 32.7C, 32.17A, and 32.17B)**

Let's take a step back. What do we want to do? We want to help people better experience Little Cottonwood Canyon. All people, in all seasons, for all purposes. We want to maintain an environmentally sound canyon and to help restore regions that are degraded. We can accomplish this without massive development in the canyon, indeed we must.

Pieces of the current DEIS are good. Let's build a large parking structure at the gravel pit. Let's run clean-burning busses up BOTH Big and Little Cottonwood from there and 9400 Highland. **(32.2.9A)** While many will be direct lines straight to the ski resorts, some should be flexible backcountry busses, running 12 months a year. **(32.1.2C and 32.2.6.3C)** Let's have variable lanes that only allow busses and HOVs during peak hours. **(32.2.2P)** Let's limit the amount of cars that go up the canyons on specific days. **(32.2.2L and 32.2.4A)** And let us all realize that there are some days we simply will not make it up LCC to go skiing! Mother nature and living in an urban metropolis should make that easy enough to understand..

Let's start with that. We don't need to break ground when we really haven't even made an earnest effort at a more holistic and less invasive solution. This sounds like a crazy torch to carry these days,

but I just want to know that in the future, if LCC is lost to large-scale development, I did my part to help future generations see and experience what I have in this amazing Little piece of the world. I owe it too much not to. **(32.20F)**

COMMENT #: 5761
DATE: 8/12/21 8:50 AM
SOURCE: Website
NAME: Kevin Schaefer

COMMENT:

Is there a problem? Are there only two solutions?

Why are we worried about cramming as many people up LCC as possible when it can hold only a finite amount of people? **(32.1.2B and 32.20C)**

Why are we taking tax dollars and supporting businesses with them? **(32.2.7A)**

Build [REDACTED] tunnels. **(32.2.2C)** [REDACTED] the gondola, [REDACTED] the bus. I am going to continue to drive because I don't trust the buses or the drivers. A gondola still doesn't run while control and explosives are being shot. **(32.2.4A and 32.2.6.5H)**

Build tunnels like Canada - Roger's Pass - at the common slide paths so then snow can go over the road/tunnel and it doesn't matter. **(32.2.9K)**
Explosive control doesn't close it down either.

Plus it doesn't look like [REDACTED] beads going up the canyon with your new tax funded, private business helping gondola. [REDACTED] idea. **(32.2.9E)**

Build tunnels at Tanners

Build tunnels at Hell Gate

Build tunnels Lisa's

Build tunnels

Build tunnels **(32.2.2C)**

COMMENT #: 5762
DATE: 8/12/21 9:02 AM
SOURCE: Website
NAME: Donna Smith

COMMENT:

Please leave it as it is now. **(32.2.9G)** Your picture of congestion is phony. **(32.1.2B)** That is for two canyons. Not just Little Cottonwood canyon. Quit your lies. Yes, it gets crowded on some days but never daily, nor weekly. **(32.1.4D)** We pay taxes let us use our land. **(32.1.2D)**

COMMENT #: 5763
DATE: 8/12/21 9:03 AM
SOURCE: Website
NAME: Gabriel Ramos

COMMENT:

Please reconsider **(32.29D)**

COMMENT #: 5764
DATE: 8/12/21 9:11 AM
SOURCE: Website
NAME: Nicole Allen

COMMENT:

Please select the gondola for salt lake, the canyon and the world's benefit. Without choosing the gondola option it is not likely i will return to ski in Utha in the future if things keep going the way they were before pandemic. **(32.2.9D)**

COMMENT #: 5765
DATE: 8/12/21 9:15 AM
SOURCE: Website
NAME: Mike Mosdell

COMMENT:

I ski 50-100 times per year. I have watched traffic become a bigger and bigger problem every year. It will be so nice to have a more efficient and safer way of getting to the mountain. I support the gondola!
(32.2.9D)

COMMENT #: 5766
DATE: 8/12/21 9:18 AM
SOURCE: Website
NAME: Kevin Karner

COMMENT:

I'm from Boston and ski Alta/Snowbird many times a winter. I really like the idea of the Gondola but three things come to mind that I'd imagine have been thought of but wanted to share: **(32.2.9D)**

1. Ski storage - holding equipment for 37 mins is a lot time. **(32.2.6.5C)**
2. Is the 32 person capacity all sitting? That's a long time to stand for the whole ride. **(32.2.6.5C)**
3. Could it go faster? On weekdays when there is minimal traffic on the road the drive up is pretty quick. Would be nice if the gondola could be faster and an option that people consider all the time not just in traffic/avalanche conditions. **(32.2.6.5N and 32.2..5O)**

Thanks for all the work!

COMMENT #: 5767
DATE: 8/12/21 9:28 AM
SOURCE: Website
NAME: Roberto Llorente

COMMENT:

I applaud the efforts of all of those involved in providing a solution towards the challenges Little Cottonwood's future involves and although the 2 proposals will help with present/future congestion, I also feel that the Gondola solution would better mitigate weather related issues like accidents and canyon closures. **(32.2.9D)** Thank you for the opportunity to express my interest in the canyon's future.

COMMENT #: 5768
DATE: 8/12/21 9:29 AM
SOURCE: Website
NAME: Fraser Nelson

COMMENT:

I vote - reluctantly - for the gondola. **(32.2.9D)** I don't think busses and widening the road will solve the issues and a gondola seems less impactful, though I think it is a pipedream given the cost. **(32.7B and 32.7C)** The key will be parking at the base and busses / TRAX there from downtown so residents and tourists dont have to take private vehicles. **(32.2.2I)**

COMMENT #: 5769
DATE: 8/12/21 9:29 AM
SOURCE: Website
NAME: John Kern

COMMENT:

What a massive waste of funds to solve a problem that only a modern world created. Increase ticket and lodging prices and reduce the amount of visitors while maintaining profits and capital for the resorts. **(32.2.2K and 32.2.4A)** This issue really only occurs during the winter. **(32.1.2B and 32.1.2C)** So where are these 7,000 autos supposed to park? **(32.2.6.2.1C)** Bet you need to use buses to get to LaCaille parking. **(32.2.6.5E and 32.2.6.5J)** Sorry to say but sure am glad we got to enjoy the days before Little Cottonwood was exposed to the world. Besides if you agree with climate change the snow is going to go anyway. **(32.2.2E)**

COMMENT #: 5770
DATE: 8/12/21 9:37 AM
SOURCE: Website
NAME: David Williams

COMMENT:

As an avid skier in Utah, and Alta and Snowbird in particular, I fully support this project and will use it EVERY trip I make there. I've used similar Gondolas in Europe with great success and relish the aspect of not having to drive up Little Cottonwood every day to ski. (I like to stay in Salt Lake rather than up the canyon.) **(32.2.9D)**

COMMENT #: 5771
DATE: 8/12/21 9:37 AM
SOURCE: Website
NAME: Victoria Spruance

COMMENT:

I am voicing my support of the Gondola B alternative. Not only will this be a more reliable form of transportation (avoiding weather-related road traffic issues), but it is the more environmentally friendly option by reducing the need for additional paved roads to accommodate additional vehicles (and their emissions). Thank you for your time and consideration of this comment. **(32.2.9D and 32.10A)**

COMMENT #: 5772
DATE: 8/12/21 9:44 AM
SOURCE: Website
NAME: Jeremy Moore

COMMENT:

Long time coming. It still need more parking. And season passes need random blackouts. But the ecosystem needs this. We can't have people basically idling up the canyon anymore **(32.29D)**

COMMENT #: 5773
DATE: 8/12/21 9:44 AM
SOURCE: Website
NAME: Sara Pickett

COMMENT:

I absolutely support the gondola. Great option! **(32.2.9D)**

COMMENT #: 5774
DATE: 8/12/21 9:50 AM
SOURCE: Website
NAME: Trevor Tateyama

COMMENT:

Please don't make it impossible to Boulder in the cottonwoods please **(32.4A and 32.4B)**

COMMENT #: 5775
DATE: 8/12/21 9:57 AM
SOURCE: Website
NAME: Steve Rider

COMMENT:

I favor the bus system. Gondola sounds good, but doesn't have the capacity to handle the ski crowd in the morning or at end of day. **(32.2.9A and 32.2.6.5C)**

COMMENT #: 5776
DATE: 8/12/21 10:00 AM
SOURCE: Website
NAME: Grady Finch

COMMENT:

We want a gondola up LCC! **(32.2.9D)** An expanded bus system is going to negatively impact the environment and would be completely useless when the road is covered in avalanche debris. The current system does not work, expanding roads and adding more busses will not alleviate congestion the way we need it to. **(32.7B and 32.7C)** People hate taking the bus. No matter if you expand the road or not, dudes are gonna drive themselves up the canyon anyway. **(32.2.4A)**

COMMENT #: 5777
DATE: 8/12/21 10:02 AM
SOURCE: Website
NAME: David Warner

COMMENT:

What a fantastic idea, I hope it happens. (32.29D)

COMMENT #: 5778
DATE: 8/12/21 10:03 AM
SOURCE: Website
NAME: Randall Rolan

COMMENT:

As the goal is to reduce traffic in LCC. **(32.1.2B)** A winter LCC pass is all that is needed to meet the goal. Increase the pass price until the goal is reached. Done. **(32.2.4A)**

COMMENT #: 5779
DATE: 8/12/21 10:06 AM
SOURCE: Website
NAME: Pete K

COMMENT:

Has adding more frequent plowing during storms been considered/discussed and if it has, why has increased plowing been decided to not be considered as a viable option? **(32.1.2B and 32.2.2II)**

Snow on the road is what slows traffic. We've seen days with record number of vehicles in the canyon on sunny/fair weather days with only 45 minute (reasonable IMO) down canyon commutes. when its snowing and there's 1" of snow is on the road (commuter special), the same commute is guaranteed to become much longer. At a conservative estimate of \$1M per DOT Plow truck versus \$500M Gondola/Bus alternatives = 500 more plow trucks. adding two would be less capital commitment.

As far as AM up-canyon commuting, DOT's continued progress of installing remote avalanche triggering devices should allow for faster completion of mitigation work and therefore open the road earlier than 8:00 - 8:30 which in theory results in an AM road throughput increase (before 9:00 and 9:15 when the resorts open and demand is highest). And to further enhance smooth traffic flow, seems more frequent plowing would again help in the AM travel window. **(32.2.2II)**

COMMENT #: 5780
DATE: 8/12/21 10:06 AM
SOURCE: Website
NAME: Lowell Smoger

COMMENT:

We need to preserve the rock climbing areas and not change the current roadways until we have activated a greater number of buses which increases jobs from drivers and mechanics to maintenance and managers. **(32.4A and 32.29D)**

COMMENT #: 5781
DATE: 8/12/21 10:07 AM
SOURCE: Website
NAME: Andrew Florence

COMMENT:

I suggest a 1-2 year trial of charging a toll like millcreek does. This single plan could have a huge impact. What is it greatly reduces the number of cars in the canyon. It could save hundreds of millions in projects. We can pay to play, and be efficient about car use. Is an easy thing to try. **(32.2.2Y)**

COMMENT #: 5782
DATE: 8/12/21 10:14 AM
SOURCE: Website
NAME: Michael Fryland

COMMENT:

I moved to SLC a little over 3 years ago and love everything about our city and surrounding area. I am an avid climber and fell in love with enjoying the peace and tranquility which can be found right in our backyard in Little Cottonwood Canyon. Please, please don't expand the road or put in a gondola. **(32.2.9C and 32.2.9E)**

I have skied both Alta and Snowbird and they are already crowded resorts. I don't understand why we need to enable ever greater numbers of people to visit already stressed outdoor resources. **(32.1.2B, 32.1.2D, and 32.2.0C)** Expanding the road or adding Gondolas will forever alter an absolute treasure of Wasatch backcountry to the detriment of many for the benefit of a few corporate interests. **(32.4A, 32.4B, 32.4P, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

Wild and untamed terrain a short drive from the city is what make living in SLC so amazing, not completely packed ski resorts that locals don't even want to visit due to crowds. **(32.2.0C)**

We have an entire city dedicated to winter tourism (Park City) do we really need to forever alter the pristine wilderness of Little Cottonwood just to shuttle additional tourists up canyon during an ever shortening ski season? **(32.2.2E)**

Additionally, I think an expanded bus system and strict carpooling rules can affect the same changes (improved traffic flow) with greatly reduced cost to tax payers. **(32.2.9A and 32.2.4A)** Let's keep the focus on what local residents want and not bow down to corporate interests and the wants of seasonal travelers...

Please help keep Utah wild and wonderful for future generations.

Thank you!

Mike Fryland

COMMENT #: 5783
DATE: 8/12/21 10:20 AM
SOURCE: Website
NAME: Terry Heinrich

COMMENT:

We need to start to consider different ways to get cars off the roads. We don't need to widen roads & put in gondola towers that are permanent! **(32.2.9C and 32.2.9E)** I think more time needs to be spent on how this is accomplished. All of my neighbors at the mouth of LCC are for enhanced bus service. Before we tear up roads we need to really think about the future of the canyon. Why is our tax money paying for a Gondola base station that will help private owner/developers like McCandless profit. **(32.6C)** It is common sense. Is UDOT always on the side of the developers? **(32.1.2B)** This is our canyon, all of us who live in the state of Utah. The canyon does not belong to Snowbird or Alta or LaCaille or McCandless. These are our roads & canyons. Please consider shutting it down. The gondola is permanent. I have asked a lot of skiers & they all said they will not take the gondolas. **(32.2.4A)** It takes too long & the parking garages will be congested. **(32.2.6.5E)** All the traffic will flow to LaCaille instead of LCC. Didn't UDOT start to think maybe this LaCaille McCandless deal is a conflict of interest? **(32.2.2X)** Please reconsider our choices. Let's take more time & try to come up with a better plan for everyone. **(32.2.2PP)**

COMMENT #: 5784
DATE: 8/12/21 10:21 AM
SOURCE: Website
NAME: Stuart Whitecross

COMMENT:

Like the idea if the capacity & speed are keeping with other 'world-class' ski regions **(32.29D)**

COMMENT #: 5785
DATE: 8/12/21 10:30 AM
SOURCE: Website
NAME: Michelle DeMent

COMMENT:

The gondola is a better solution environmentally than the expanded roadway/bus system. In addition, Snowbird & Alta should be required to move to a reservation based system/capacity limits, especially on weekend & holiday periods **(32.2.9D and 32.2.2K)**

COMMENT #: 5786
DATE: 8/12/21 10:31 AM
SOURCE: Website
NAME: Marjorie McCloy

COMMENT:

My strong preference is increased bus service rather than the gondola. **(32.2.9A)** The gondola: 1) Would not serve trailheads along the canyon, thus backcountry users would continue to need to drive;**(32.1.2D)** 2) the infrastructure would be unsightly and disruptive to wildlife;**(32.17A and 32.13A)** 3) the infrastructure would open the door to other ski area infrastructure designed to “Disneyland” our wilderness;**(32.20C)** 4) the gondola would serve only skiers, who are disproportionately wealthy, even though paid for by all income groups through taxes. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** Increased bus service would: 1) Serve all canyon users in both winter and summer;**(32.2.6.3C and 32.1.2C)** 2) substantially cut back on cars in canyon (could prohibit cars except emergency vehicles)**(32.2.2B)**; 3) could be pollution-free if electric buses were used, or upgraded to electric over the years;**(32.2.6.3F)** 4) would expand into more use of buses overall as canyon users got used to riding buses; 5) would be egalitarian as it would benefit all users in all seasons. **(32.1.2C and 32.2.6.3C)** A dedicated lane for express ski resort buses would be ideal, although I realize its environmental impact would be similar to the gondola. **(32.2.9B)** Nevertheless, this impact would be USEFUL, as it would improve the environment in other ways.

COMMENT #: 5787
DATE: 8/12/21 10:33 AM
SOURCE: Website
NAME: David Scott

COMMENT:

I believe it will be a combination of Gondolas and road improvements. **(32.2.2W)** (Bike Lanes/paths). **(32.9B)** Wondering what Alta and Snowbirds share in funding this project. **(32.2.7A)** All other access would be VIA the roadway **(32.2.4A)**. Also Alta City, they receive a lot of taxes, property and use and sales tax. It would seem to me there should be similar plans for Big Cottonwood. **(32.1.1A)**

COMMENT #: 5788
DATE: 8/12/21 10:40 AM
SOURCE: Website
NAME: Christian Niederhauser

COMMENT:

I have lived near and have enjoyed Little Cottonwood Canyon for a over three decades. When seeking an escape to the mountains for myself or with my sons, LCC is my go to. I would like to continue to enjoy this unique canyon and see it preserved for my children to enjoy as well. Over the years, the difficulty getting up the canyon due to traffic, number of vehicles, and avalanche/rock slides, has certainly worsened. I cannot speak factually in regards to the environmental impact, as the actual facts seem either skewed or possibly there is misinformation around the topic. Speaking anecdotally, it seems, that a gondola isn't a perfect option, but it is the better option than the alternative. **(32.2.9D)** Increasing road and canyon capacity, better parking, and improving public transportation seems to have limited efficacy. **(32.1.2B and 32.2.4A)** It would do little to "save our canyons". Its not ideal to have a visually massive structure built up the canyon. **(32.17A)** But I think it is the best option for preserving what character is remains in the Wasatch.

COMMENT #: 5789
DATE: 8/12/21 10:49 AM
SOURCE: Website
NAME: Collin Perry

COMMENT:

Please build the tram. Traffic is terrible. The tram will provide a weather-safe way for people to go up and down the canyon and will significantly reduce traffic congestion and the pollution caused by it.
(32.2.9D)

COMMENT #: 5790
DATE: 8/12/21 11:09 AM
SOURCE: Website
NAME: Robert Mrzlack

COMMENT:

I have had the pleasure of visiting Little Cottonwood Canyon from Indiana many times over the last several years. It is one of the most beautiful canyon roads in the world. I believe that the gondola alternative better mitigates weather related traffic concerns with less environmental impact. **(32.2.9D)**

COMMENT #: 5791
DATE: 8/12/21 11:28 AM
SOURCE: Website
NAME: Daniel Ballarin

COMMENT:

Less impact for the canyon is needed. We don't need las angeles freeway solutions to traffic problems. We can join as community instead of enabling low capacity vehicles. **(32.29D)**

COMMENT #: 5792
DATE: 8/12/21 11:29 AM
SOURCE: Website
NAME: Elise Picard

COMMENT:

I wanted to let you all know that I love the idea of the extended gondola from La Caille station up to Snowbird and Alta. I love the lower emissions, the fact that it's taking cars and drivers off the roads, and that it is a public transportation option. Good work on this and I hope it comes through to fruition.
(32.2.9D and 32.10A)

COMMENT #: 5793
DATE: 8/12/21 11:29 AM
SOURCE: Website
NAME: Rusty Baillie

COMMENT:

I would urge UDOT not to destroy a recreational rockclimbing resource in Little Cottonwood Canyon. It would be ironic, unrewarding and irrevocable to remove one recreational source (climbing), while claiming to mitigate another (skiing). **(32.4A and 32.4B)**. While a through road, accessible freely to the public, may seem the preferred option -- there are options more like the European models, available for perusal. The Gondola option is sound and it's worth considering running public transit only in peak periods. **(32.2.9D and 32.2.6.5N)** The public can be asked to be a little more organized and streamed while recreating.....as part of the overall experience. Removing climbing boulders is a drastic, one-way street and not really a valid management strategy.....such natural artifacts are unique and irreplaceable.....our heritage responsibilities demand we not loose such to crass immediate convenience.
Thank You.....

COMMENT #: 5794
DATE: 8/12/21 11:29 AM
SOURCE: Website
NAME: Rowan Chevalier

COMMENT:

As someone who has spent time recreating in little cottonwood canyon, I strongly oppose the idea of a gondola irrevocably altering the canyon, including many popular local climbing areas. **(32.2.9E and 32.4A)** Please look to alternate methods of transportation. **(32.2.2PP)**

Thank you

COMMENT #: 5795
DATE: 8/12/21 11:55 AM
SOURCE: Website
NAME: Michael Buzaki

COMMENT:

The gondola should be a requirement for all visitors who are not staying on the mountain and should be limited to a max number of tickets each day. **(32.2.2K, 32.2.2L and 32.2.4A)** if you really want to preserve the mountain for generations to come you will do this instead of adding more and more people to the mountains each day.

COMMENT #: 5796
DATE: 8/12/21 11:57 AM
SOURCE: Website
NAME: Liam Fitzgerald

COMMENT:

ADT volume has been identified as the greatest detriment to safety, a positive travel experience, and environmental quality since the initial Highway Safety plan was published in 1979. Whichever of the two Alternatives that decreases ADT the most should be the preferred choice. **(32.7C)**

COMMENT #: 5797
DATE: 8/12/21 11:58 AM
SOURCE: Website
NAME: Marjanna Hulet

COMMENT:

Please do NOT destroy recreational climbing areas to make these road improvements. **(32.4A)**
Recreational climbing areas are valuable and rare and should not be destroyed. This particular area is a tremendous asset to the Salt Lake valley and worth preserving. I urge you to find another solution that will address both the safety concerns you have AND the recreation activities of climbers. **(32.2.2PP and 32.2.9A)**

COMMENT #: 5798
DATE: 8/12/21 12:06 PM
SOURCE: Website
NAME: Robert Moore

COMMENT:

The gondola option is clearly the best option for canyon transportation in avalanche conditions and it reduces greenhouse gas emissions. **(32.2.9D and 32.10A)**

COMMENT #: 5799
DATE: 8/12/21 12:28 PM
SOURCE: Website
NAME: Maddie Woods

COMMENT:

I fully support the gondola option for LCC! Thank you! (32.2.9D)

COMMENT #: 5800
DATE: 8/12/21 12:35 PM
SOURCE: Website
NAME: Dana Steck

COMMENT:

Hi, I am really concerned about the impact to the canyon from either the gondola or wideining the roads. They both seem like terrible ideas. **(32.2.9C and 32.2.9E)** Guess what, there are other canyon users, other than those who ski at the resorts. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** There are a lot of us who access LCC for a variety of other reasons. You are not thinking about us. I could go on a rant, but i will keep it short & sweet. I stand with the SLCA, who proposes that before any permanent changes are made to Little Cottonwood Canyon that will forever alter the landscape, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies be analyzed that includes dispersed recreation transit needs. **(32.1.2C, 32.2.9A, 32.2.4A, and 32.2.6.3C)**

Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective.
Don't blow it guys. We only have one LCC.

Sincerely,
Dana Steck

COMMENT #: 5801
DATE: 8/12/21 12:43 PM
SOURCE: Website
NAME: Richard Harbus

COMMENT:

please allow the installation of the gondola and reduce carbon emissions on the road by using a bus and or cars. **(32.2.9D and 32.10A)**

COMMENT #: 5802
DATE: 8/12/21 12:48 PM
SOURCE: Website
NAME: Kristen Mickelson

COMMENT:

We love Alta ski resort and have been coming since childhood, now with our children, and as part time cabin owners. So we feel very vested in Little Cottonwood Canyon and it's future. We support the gondola system as it appears to be the best solution to keeping the Canyon preserved and seems to be an effective way to handle traffic. Thank you! **(32.2.9D)**

COMMENT #: 5803
DATE: 8/12/21 12:51 PM
SOURCE: Website
NAME: Tyler Gaisford

COMMENT:

I think the gondola is a fantastic idea. I lived in Portland Oregon for 2 years, every single time I brought family from out of state they would make comments on the the aerial tram, kids would request to use it. We made trips around the tram. I am an economist and the long term benefits outweigh the extra cost of the gondola. As a skier it will be nice to not have a 2 hour wait up the canyon on a powder day.
(32.2.9D)

COMMENT #: 5804
DATE: 8/12/21 12:54 PM
SOURCE: Website
NAME: Brad Carter

COMMENT:

The gondola is a really good idea to reduce traffic congestion in the canyon and provide better ski access, and I really support it. **(32.2.9D)**

COMMENT #: 5805
DATE: 8/12/21 1:30 PM
SOURCE: Website
NAME: Bradley Purcell

COMMENT:

I'm a home owner in the town of Alta. I fully support addressing the traffic and congestion issue on 210. My main concern is that solving one problem might create a much larger problem- capacity to bring too many people into a capacity constrained canyon. **(32.20B)** Alta and Snowbird will lose what makes them special if we let too many people crowd the mountain on any given day. Making it easier to get access will by definition create overcrowding unless there are strict limitations on the combined number of people allowed up on roads and gondola. **(32.20C)** This to me is an absolute prerequisite to protect the beauty and functionality on the canyon. **(32.2.2L , 32.2.2K, and 32.2.4A)**

COMMENT #: 5806
DATE: 8/12/21 1:33 PM
SOURCE: Website
NAME: Gary Jacobson

COMMENT:

I believe that at this point the absolute best solution would be a phased in and expanded bus system coupled with tight control of snow tires and possible a toll for no season pass holder at snowbird and Alta excluding ikon and mountain collective and single day pass holder who would have to pay to enter the canyon (**32.2.9A, 32.2.2M, 32.2.4A, and 32.2.2K**)

COMMENT #: 5807
DATE: 8/12/21 1:42 PM
SOURCE: Website
NAME: Conan N

COMMENT:

The gondola would be an abomination, the only way forward is an increase in parking infrastructure in the canyon and at the base. **(32.2.9E and 32.2.6.2.1C)** This combined with an increase in public transit availability and enforcement of snow tire and 4wd restrictions will be a more practical means to manage the people in the canyon. **(32.2.9A and 32.2.2M)**

COMMENT #: 5808
DATE: 8/12/21 1:44 PM
SOURCE: Website
NAME: Dale Gunderson

COMMENT:

I agree that the Gondola will be a far better solution. **(32.2.9D)**

COMMENT #: 5809
DATE: 8/12/21 1:52 PM
SOURCE: Website
NAME: Ken Saunders

COMMENT:

I am supportive of any initiative that improves the experience of getting up and down Little Cottonwood Canyon during the ski season. **(32.7C)** The gondola appears to have less environmental impact, so maybe that is the better solution. **(32.2.9D)** No matter which choice is selected, there will still be a great number of drivers going up the canyon and I believe it is imperative that UDOT implement and ENFORCE some policies to ensure that SR210 operates better than it has over the past 5+ years:

- Implement a mandatory traction requirement for all vehicles on SR210 24/7 from November 15 to March 31. PERIOD. NO EXCEPTIONS. **(32.2.2M)**
- Require that every vehicle have 4WD/AWD AND snow tires or chains during that 11/15 - 3/31 time period. **(32.2.2M)**
- Station enforcement vehicles for most of the season to ensure compliance. **(32.2.2M)**
- Fine any non-compliant vehicle driver departing the canyon \$500 (divert them to the parking lot at the base of the canyon and issue the ticket there so as not to slow down the rest of the traffic). A second offense should result in a \$1,000 and loss of access to LCC for the remainder of the season. **(32.2.2M)**

Enforcing traction restrictions in the canyon would go a LONG WAY to reducing unnecessary delays resulting from vehicles with no business being on a less than perfectly dry road slowing things down for everyone else. Please put an end to that madness!! (32.2.2M)

COMMENT #: 5810
DATE: 8/12/21 2:06 PM
SOURCE: Website
NAME: Laura Jablonski

COMMENT:

I am in support of the gondola option . Also, extend the bus services on the road structure we have . Make it mandatory to ride the public transportation for day visitors. **(32.2.9D, 32.2.2B, 32.2.4A, and 32.2.2W)**

COMMENT #: 5811
DATE: 8/12/21 2:06 PM
SOURCE: Website
NAME: Olivia Shaughnessy

COMMENT:

I write to voice my preference for the gondola system. **(32.2.9D)** the gondola alternative better mitigates weather-related traffic congestion issues than the enhanced bus alternative by providing a mode of transportation that doesn't rely on a slick canyon road. The gondola alternative has less environmental impacts than the enhanced bus alternative, avoiding more paving to widen the road and emissions from more buses. **(32.13A, 32.13B, 32.17A, 32.17B, and 32.10A)** People already don't use the busses because they are inefficient and when people are already in the car waiting for traffic to clear they might as well just stay in their own car. **(32.2.4A)** The gondola seems slick and like it would be an enjoyable experience compared to packed on a bus or sitting in car waiting for traffic to clear.

COMMENT #: 5812
DATE: 8/12/21 2:07 PM
SOURCE: Website
NAME: Jacob Jones

COMMENT:

Bruh (32.29D)

COMMENT #: 5813
DATE: 8/12/21 2:17 PM
SOURCE: Website
NAME: Peter Reaven

COMMENT:

Agree something must be done. Gondola approach seems better longterm pathway **(32.2.9D)**

COMMENT #: 5814
DATE: 8/12/21 2:20 PM
SOURCE: Website
NAME: David Peterson

COMMENT:

Utah boasts some of the best outdoor recreation in the Western US. The wide variety of activities is key to a well-rounded and exciting community of recreationalists--and a large draw for tourists. The proposed project, while intended to increase the value of ski recreation, will decrease the overall value of Little Cottonwood Canyon significantly. Please consider other options. **(32.2.2PP)**

COMMENT #: 5815
DATE: 8/12/21 2:29 PM
SOURCE: Website
NAME: Alison Richards

COMMENT:

Great idea, helping our environment **(32.29D)**

COMMENT #: 5816
DATE: 8/12/21 2:33 PM
SOURCE: Website
NAME: Kolin Purcell

COMMENT:

The first time I drove up Little Cottonwood Canyon, I was 12 years old. Coming all the way from the east coast to experience the legendary Alta, the mountain I had heard so much about throughout my childhood. I was blown away by the majestic steep walls, and my excitement only grew as my ears popped from the altitude on the narrow winding road. That was 16 years ago, and to this day every time I drive up the canyon road I feel a similar sense of adventure and excitement. To me, the most beautiful thing about Little Cottonwood is its relative inaccessibility compared to other areas. When I saw the proposal on the gondola, my heart dropped, because it became clear that a project like this would jeopardize many of the things that make Alta and Snowbird so magical **(32.2.9E)**. If it were to be installed, providing such easy access to so many people, I don't see what would stop both mountains from quickly becoming overwhelmed and overcrowded with people. **(32.20C and 32.20E)** As awesome as it is to share vibes with other snowsports enthusiasts, there is a limit to how many people can comfortably fit on a mountain, and everyone's experience will be degraded if these limits are exceeded. **(32.20B)** I understand the concerns with the current environmental impact of the road, but perhaps a better solution would be to limit the number of people allowed up the canyon every day? **(32.2.2K, 32.2.2L, and 32.2.4A)** It seems this would take care of many of the problems while retaining what makes these resorts so special. This is my opinion, and I hope it will be taken into consideration.

COMMENT #: 5817
DATE: 8/12/21 2:34 PM
SOURCE: Website
NAME: Mark Gilfillan

COMMENT:

I choose the expanded bus service, using natural gas or electric vehicles, with no roadway widening. **(32.2.9A and 32.2.6.3F)** The gondola option is not practical and will just cause more traffic in roads leading to the station, where there will not be enough parking. **(32.2.6.5E and 32.2.6.5J)** That is an obvious ploy for a small number of people to profit off of developing the area around a proposed station. **(32.6C)**

COMMENT #: 5818
DATE: 8/12/21 2:43 PM
SOURCE: Website
NAME: Charlotte Holbein

COMMENT:

I'll always remember the first time I visited LLC. The first time I hiked White Pine, the first time I enjoyed the road-side bouldering, the first time I skied Alta and the Bird. However much I continue to enjoy all of these activities, none of them are worth permanently altering the environment of this beautiful canyon. UDOT must find a new alternative that focuses on an expanded electric public transportation and other traffic mitigation strategies, rather than changing and jeopardizing existing landscape and habitats. **(32.2.9A, 32.2.4A, and 32.2.6.3F)**

COMMENT #: 5819
DATE: 8/12/21 2:48 PM
SOURCE: Website
NAME: Jed Piercy

COMMENT:

Please for the sake of the air quality and traffic do the gondola, it is the better option. **(32.2.9D and 32.10A)**

COMMENT #: 5820
DATE: 8/12/21 2:50 PM
SOURCE: Website
NAME: Casey Niederhauser

COMMENT:

Hi, I am a local climber who enjoys the boulders and other climbing of Little Cottonwood. I am against widening the road, construction of a tram or other projects that would cause the destruction of an incredible climbing resource. **(32.4A and 32.4B)** I would hope that another option could be explored that could allow generations to come to enjoy the same incredible boulders in this amazing canyon.

(32.2.9A and 32.2.2PP)

Casey Niederhauser

Lehi, UT

COMMENT #: 5821
DATE: 8/12/21 3:32 PM
SOURCE: Website
NAME: Matthew Longar

COMMENT:

Both of these projects come at great expense the natural environment and other outdoor enthusiasts, primarily climbers. **(32.1.2B, 32.2.7A, 32.7B, and 32.7C)** I encourage you to look at alternative methods for reducing traffic flow to include a more robust public transit system, increased presence of state troopers and traffic control personnel, and other possible solutions that would prevent destruction of natural habitat and climbing areas. **(32.2.2PP, 32.2.9A, and 32.2.4A)**

COMMENT #: 5822
DATE: 8/12/21 3:36 PM
SOURCE: Website
NAME: Dallen Garner

COMMENT:

No to Gondola, No to Widened road. **(32.2.9C and 32.2.9E)** The negative impact this will bring is not worth the cost. Please do not use my tax dollars for these proposals. Protect the canyon. It is the most beautiful and important thing we have in the wasatch. Turn it into a park if we have to and charge an entry fee, limit the travelers if needed to preserve this place. **(32.2.4A and 32.2.2L)** No gondola. Trains are far more effective as seen in europe. But either way, I vote NO **(32.2.9G)**.

COMMENT #: 5823
DATE: 8/12/21 3:44 PM
SOURCE: Website
NAME: Jeanene Randle

COMMENT:

Public transportation first - expand the bus options with road widening. (32.2.9B) The gondola is too expensive and the ski resorts aren't helping with the funding. (32.2.7A)

COMMENT #: 5824
DATE: 8/12/21 3:54 PM
SOURCE: Website
NAME: Oscar Sandoval

COMMENT:

As an ever increasing population continues to grow unchecked it must become our greatest priority to preserve, not alter and destroy, what precious few wilderness areas exist. The Cottonwoods are an artery of the Salt Lake City valley and must be protected not exploited. **(32.1.2B and 32.29G)**

COMMENT #: 5825
DATE: 8/12/21 3:57 PM
SOURCE: Website
NAME: Christopher Quick

COMMENT:

Hello,

While I agree that traffic can be an issue in this canyon, it is on a select number of weekends every year. **(32.1.4D)** Why should the entire canyon be changed to bend to the needs of one industry (ski industry \$\$)? **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** To me this seems completely un-American to bend to one industry while countless individuals who use this canyon regularly for other reasons are put to the side. Buses, ride sharing etc. need to **REQUIRED**. **(32.2.9A and 32.2.4A)** Before taking drastic steps that will change the canyon forever why not implement **REQUIRED** ride sharing, bus riding etc. on those busy weekend.

Sincerely,
Concerned Citizen and Outdoor Enthusiast
Christopher Larson Quick

COMMENT #: 5826
DATE: 8/12/21 4:03 PM
SOURCE: Website
NAME: Trevor Silverstein

COMMENT:

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

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

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

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

COMMENT #: 5827
DATE: 8/12/21 4:16 PM
SOURCE: Website
NAME: Paul Mathews

COMMENT:

I have worked on the Master Plans at Solitude and Alta ski areas and know the Cottonwood Canyons well. I support the Gondola B alternative for the highest capacity, safety, comfort and reliability. I worked on the original alignments for the 3S gondola and we proposed a capacity of 3000 per hour ultimately which is easily technically feasible and can be upgraded from 1050 per hour initial capacity over time at modest expense, just more cabins. Good luck. **(32.2.9D and 32.2.6.5N)**

COMMENT #: 5828
DATE: 8/12/21 4:18 PM
SOURCE: Website
NAME: Michael Nebeker

COMMENT:

Our family has had a cabin in Albion Basin since 1956, which my father built after returning from fighting in WWII in the Tenth Mtn. Division. My 8 brothers and sisters and I practically all grew up in Albion Basin. I am in favor of the gondola! **(32.2.9D)** My team and I run a Comprehensive Surgical Care Center in Oaxaca, Mexico so from a medical point of view, building a gondola is like performing laparoscopic surgery - with light footprints. However, cutting into the mountain to provide more lanes for buses is like performing open heart surgery with a resulting scar from neck to lower abdomen, associated with complications, infection and ugly scarring. People don't take the bus in Utah! **(32.2.4A)** People don't like the bus, they've never liked the bus and we don't want the bus option. Snowbird has a tram, Park City has a gondola, Deer Valley has a gondola, Snowbasin has a gondola, Europe has had gondolas for decades. Gondolas are compatible and consistent with outdoor recreation, both summer and winter. The attractiveness of gondolas will not be lost on the tourists. We want to show off our mountains and valleys to the world - and they are coming, so let's do it in class and style. By the way, I live within walking distance of the La Caille Gondola Station (proposed) and I am 100% in favor of this option.

COMMENT #: 5829
DATE: 8/12/21 4:22 PM
SOURCE: Website
NAME: Edward Fedorov

COMMENT:

Agree!(32.29D)

COMMENT #: 5830
DATE: 8/12/21 4:24 PM
SOURCE: Website
NAME: Courtney A Stegerwald

COMMENT:

Hello!

Would support either idea. Gondola sounds great, road widening seems faster. Also would love an employee lane or program that allows us to get up first. Would also love a season long traction law that is enforced with tickets etc. **(32.2.9B, 32.2.9D, and 32.2.2M)**

Thanks!

COMMENT #: 5831
DATE: 8/12/21 4:29 PM
SOURCE: Website
NAME: David Rasmuson

COMMENT:

Let's try the simplest solution first. Improved bus service, toll, improved park and rides in the city, and avalanche tunnels. **(32.2.9A, 32.2.4A, 32.2.2I, and 32.2.2K)** We should employ these tools first and see what happens. If we incentivize bus travel, (toll cars and free bus travel), then we can assume that more people will ride the bus. Let's not use tax payer dollars to support private business. **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)** I use little cottonwood canyon many times during the year and I don't want our tax dollars to support alta and snowbird. Let's keep the canyon free from the ugly proposed gondola. **(32.17A)** It seems like an economist would laugh at the proposed ideas. There is no need to widen the road or install a gondola first. Lets try improving free bus service, toll vehicles, and the avalanche tunnels. If this doesn't work at least we didn't spend a bunch of tax payer dollars on helping private business make more money.

Thank you for your time in reading my comment.

-David Rasmuson

COMMENT #: 5832
DATE: 8/12/21 4:34 PM
SOURCE: Website
NAME: Chris McCandless

COMMENT:

Both UDOT plans call for more parking at the mouth of Big Cottonwood Canyon. To that end, Cottonwood Heights City, Salt Lake County and the State of Utah have provided assistance and funding to provide canyon recreationalists parking at the Canyon Centre parking garage on weekend, holidays and evenings.

The number of publically available stalls varies dependent upon the day and time but generally during the busy canyon use times, there are over 270 parking stalls for that intended use in the covered parking located at 7150 South Wasatch Boulevard.

We feel that these stalls might have been missed in the UDOT planning phase and by using these stalls, UDOT can reduce the stalls projected in be constructed in the BCC mobility hub by that same 270+ amount and use a right off and right on bus pullout on both sides of the boulevard thereby serving both Big and Little Cottonwood Canyons.

The only improvements needed would be a pedestrian bridge over Wasatch Boulevard at that location along with bus lanes on property that is readily available. The costs to augment the parking, including the pedestrian bridge would be significantly less than the costs of land acquisition and improvements costs at the BCC mobility hub and the Canyon Centre garage has already been constructed.

(32.2.2AAA)

Just a thought and thanks.

COMMENT #: 5833
DATE: 8/12/21 4:50 PM
SOURCE: Website
NAME: Jake Diven

COMMENT:

I think y'all should take more sustainable ways of making transportation easier in little cottonwood. I know a lot of people, tourists and locals, who make use of the boulders there for rock climbing. Please keep our climbing protected!**(32.4A and 32.4B)**

COMMENT #: 5834
DATE: 8/12/21 4:55 PM
SOURCE: Website
NAME: Sue Ann Wilkinson

COMMENT:

I support the widening of the road and enhanced bus service. **(32.2.9B)**

COMMENT #: 5835
DATE: 8/12/21 5:05 PM
SOURCE: Website
NAME: Lance Osborne

COMMENT:

Please hear out all those who use and love these canyons and for the beauty that they are! Please consider less destructive means of accomplishing the same goal. My worst thoughts here have been that everyone is catering to big businesses and wealthy owners, trying to help them, and not listening to local users to determine what's best for them. **(32.1.2B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C)** For local families trying to enjoy beautiful and world-class roadside boulders as well as the ski slopes. **(32.4A and 32.4B)** Parents with kids. Who are we trying to help out most? I know that tourism brings in a large amount of money and is needed for Utah. I don't want to be forgotten behind big businesses and wealthy owners as a born-and-raised local who adores these mountains and our canyons. Please continue to listen to all parties, try things out that WILL help, and which are much less evasive. Thank you for listening.

Cheers,
Lance Osborne

COMMENT #: 5836
DATE: 8/12/21 5:23 PM
SOURCE: Website
NAME: Ross Walker

COMMENT:

It seems that this overall effort in progressing in a way that threatens to destroy beloved rock climbing natural resources in LCC. **(32.4A and 32.4B)** It seems to me that the Gondola option could be implemented in a way that does not cause this destruction, and initially that's what I believed would occur and why I supported the Gondola option in my previous messages. However, I've become extremely concerned that preservation of rock climbing areas is not a top priority in the Gondola implementation plan. **(32.4B)** If rock climbing resources are not promoted to the highest level of priority in the planning then I strongly believe there will be outrage among the climbing community that leads to protests, boycotts, and other methods of non-violent civil disobedience.

COMMENT #: 5837
DATE: 8/12/21 5:28 PM
SOURCE: Website
NAME: McKenna Grant

COMMENT:

I am all for the gondola. Nothing else makes sense as a solution to the problem that is The Cottonwoods in the winter. **(32.2.9D)**

COMMENT #: 5838
DATE: 8/12/21 5:28 PM
SOURCE: Website
NAME: Caleb Brown

COMMENT:

I would be interested in the gondola **(32.2.9D)**.

Preferably an under group rail way would be better. Out of sight and no obstructions. It could keep running during heavy snow. **(32.29D)**

COMMENT #: 5839
DATE: 8/12/21 5:56 PM
SOURCE: Website
NAME: Gary Powers

COMMENT:

I strongly feel that the option for the railway as well as the gondola are at best just boondoggles. **(32.2.9E and 32.2.9M)**. They do not address off season access as well as access to various other locations in the Canyon such-and-such as the touring center. We will still need the roads and I feel that the widening of the roads is the best option and gives us the most flexibility for our money. **(32.2.9B and 32.2.6.3C)**. The gondola will not keep The Times down for access to the Canyon it will increase them simply from waiting in line more times and more walking and more parking. **(32.2.6.5C and 32.2.6.5E)**. You're going to have to have extra parking no matter where you staged the gondola or where you staged collection points and there's more lines there's more lines there to stand in.

COMMENT #: 5840
DATE: 8/12/21 6:08 PM
SOURCE: Website
NAME: Earl Winthrop

COMMENT:

I am in favor of the gondola I have been skiing Alta for more than 40 years **(32.2.9D)**

COMMENT #: 5841
DATE: 8/12/21 6:33 PM
SOURCE: Website
NAME: Joseph Wilkinson

COMMENT:

The gondola is an ideal choice. It helps reduce pollution from cars. It will also push most people to designated areas instead of hurting the environment throughout the canyon **(32.2.9D)**.

COMMENT #: 5842
DATE: 8/12/21 6:43 PM
SOURCE: Website
NAME: Kevin Murphy

COMMENT:

I support the gondola concept. It is the only viable year round approach. **(32.2.9D)**

COMMENT #: 5843
DATE: 8/12/21 6:52 PM
SOURCE: Website
NAME: David Brach

COMMENT:

I do NOT support roadway widening for additional lane (s) in Little Cottonwood Canyon as outlined in the Enhanced Bus PPSL Alternative because of the impacts to and elimination of climbing and other recreational resources. **(32.2.9C and 32.4A)**

Also I do not support the gondola or cog rail alternatives as they do not serve the transportation needs of all users throughout the canyon. **(32.2.9E and 32.2.9M)**

I believe that a less impactful alternative that combines enhanced bus service with tolling and other traffic mitigation strategies must first be implemented. Such an alternative could potentially eliminate the need for roadway widening. **(32.2.9A and 32.2.4A)**

COMMENT #: 5844
DATE: 8/12/21 6:53 PM
SOURCE: Website
NAME: Bryan Vorbach

COMMENT:

I am not a Utah resident, but I have spent time in the winter for the past 15 years in the Salt Lake City area snowboarding in Park City, Big Cottonwood Canyon, and Little Cottonwood Canyon. With my time spent in the area, I fully understand the need to improve traffic congestion in Little Cottonwood Canyon. That being said, Little Cottonwood Canyon (as well as the the canyons adjacent to it) provide incredible climbing and bouldering access in the spring, summer, and fall. This climbing is some of the best located near a major metropolitan center, and to destroy it in order to improve access in the winter seems like a devil's bargain. **(32.4A and 32.4B)** Before you widen the road or put in a gondola which will destroy the incredible climbing options in the area, please consider first placing toll gates on the road during peak times or increasing bus service from the entrance of the canyon to provide increased access. **(32.2.9A and 32.2.4A)** Until these options prove to be impossible to solve the problem, please do not alter the incredible natural landscape of the canyon.

COMMENT #: 5845
DATE: 8/12/21 6:56 PM
SOURCE: Website
NAME: Scott Milton

COMMENT:

Let's use year round and not drive up the canyon!(32.29D)

COMMENT #: 5846
DATE: 8/12/21 7:02 PM
SOURCE: Website
NAME: Rachel Craig

COMMENT:

This would be an amazing addition to this beautiful canyon. It would prevent accidents and keep the road a lot more organized. I am all for it!!!! **(32.29D)**

COMMENT #: 5847
DATE: 8/12/21 7:08 PM
SOURCE: Website
NAME: Debra Western

COMMENT:

My family of 5 all support a Gondola for the canyons! We regularly go each weekend in the summer months & at least twice a month in the winter. Please save our canyons!! **(32.2.9D)**

COMMENT #: 5848
DATE: 8/12/21 7:18 PM
SOURCE: Website
NAME: Bryant Hutchinson

COMMENT:

Please consider alternatives to permanently altering the beautiful landscape in little cottonwood. Please protect our lands and allow the natural beauty to remain. I ask that you do a thorough investigation into the harm that permanently altering this landscape will have on future generations. There are other ways to lessen the congestion. Do not take the easy way out. It will harm communities, including your own, for multiple generations. **(32.29G and 32.2.2PP)**

COMMENT #: 5849
DATE: 8/12/21 7:27 PM
SOURCE: Website
NAME: Clint Underwood

COMMENT:

I am a resident of Herriman UT. You guys are nuts for not picking the cog railway. Low environmental impact, great capacity. Everything a cable car is not. **(32.2.9F)**

COMMENT #: 5850
DATE: 8/12/21 7:28 PM
SOURCE: Website
NAME: Patrick Johnson

COMMENT:

a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies need to be analyzed, and that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, and 32.2.6.3C)** Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP)** Thank you. Patrick Johnson

COMMENT #: 5851
DATE: 8/12/21 7:28 PM
SOURCE: Website
NAME: Molly Latta

COMMENT:

Think this is a great idea for the environment as well as for safety and convenience!!! (32.29D)

COMMENT #: 5852
DATE: 8/12/21 7:30 PM
SOURCE: Website
NAME: Cooper Fisk

COMMENT:

I believe that the Salt Lake City Transportation Department should review other strategies that would allow for no alteration of the landscape and avoid the costs of building a gondola or expanding the road. **(32.2.9A and 32.2.2PP)**

COMMENT #: 5853
DATE: 8/12/21 7:45 PM
SOURCE: Website
NAME: Lyndsey Romney

COMMENT:

Please DO NOT widen wasatch to 5 lanes. It is beautiful and would be ruined by doing this. (32.2.9L)

COMMENT #: 5854
DATE: 8/12/21 8:00 PM
SOURCE: Website
NAME: Grant Murphy

COMMENT:

I think the gondola is the way to go! **(32.2.9D)**

COMMENT #: 5855
DATE: 8/12/21 8:18 PM
SOURCE: Website
NAME: Fred Armstrong

COMMENT:

I think the gondola would be a great idea to eliminate carbon emissions in the canyon. As an out of state tourist, the trip up to the resorts would be quite enjoyable and relaxing. **(32.2.9D and 32.10A)**

COMMENT #: 5856
DATE: 8/12/21 8:20 PM
SOURCE: Website
NAME: Tyler Babushkin

COMMENT:

I am concerned about overcrowding. I favor a solution with restrictions on total bodies allowed up on any given day. (32.1.2B, 32.2.2L, 32.2.2K, and 32.2.4A)

COMMENT #: 5857
DATE: 8/12/21 8:27 PM
SOURCE: Website
NAME: Heather Jackson

COMMENT:

I am in favor of the gandola because of the opportunity to use it year round and regardless of avalanche conditions. Thank you. **(32.2.9D)**

COMMENT #: 5858
DATE: 8/12/21 8:39 PM
SOURCE: Website
NAME: Sandra Killion

COMMENT:

I vote for the enhanced bus service **(32.2.9A)**

COMMENT #: 5859
DATE: 8/12/21 8:54 PM
SOURCE: Website
NAME: Leo Breau

COMMENT:

This is much needed (32.29D)

COMMENT #: 5860
DATE: 8/12/21 9:11 PM
SOURCE: Website
NAME: Cameron Griffiths

COMMENT:

The gondola is a [REDACTED] eye sore from hell ! **(32.17A)** Why don't the resorts only allow pass holders or whoever two days a week to ski **(32.2.2K)**. You'll get even or odd numbers and those are the days you get to go ski. Cut the crowding in half immediately. Ohh wait the resorts only care about their interests , not what's best for the Utah tax payers. **(32.2.7A)**

COMMENT #: 5861
DATE: 8/12/21 9:58 PM
SOURCE: Website
NAME: Robin Godfrey

COMMENT:

I prefer the gondola as a solution to the tragic problems in the canyon **(32.2.9D)**

COMMENT #: 5862
DATE: 8/12/21 10:08 PM
SOURCE: Website
NAME: Rob Walsh

COMMENT:

I favor the gondola concept, provided it has plenty of cars so that lift lines are short. **(32.2.9D, 32.2.6.5J, and 32.2.6.5C)** A tram like snowbird or Jackson hole won't do it! I would personally prefer a train.... Oh well!**(32.2.9F)**

COMMENT #: 5863
DATE: 8/12/21 10:45 PM
SOURCE: Website
NAME: Kari Johnson

COMMENT:

I support the proposal for a gondola in Little Cottonwood canyon. (32.2.9D)

COMMENT #: 5864
DATE: 8/12/21 11:01 PM
SOURCE: Website
NAME: Marty Ostermiller

COMMENT:

I am in support of the gondola option. As a pass holder of both Alta/Snowbird and a frequent back country skier, I believe that the quality of life for everyone who uses Little Cottonwood will improve with this change. **(32.2.9D and 32.4I)**

COMMENT #: 5865
DATE: 8/12/21 11:13 PM
SOURCE: Website
NAME: Mara Asams

COMMENT:

I am in Switzerland right now. I also live near the canyon and center much of my life there. So I am paying attention to all the different types of transportation we use to get around. The plans for a gondola seem to have a giant blind spot. Every gondola hooks into the public transportation system. The parking lots are small. People get around by bus or train to get to any base. I came from the airport to Zurich and then from Zurich to the alps all on trains. Simply moving the end of our traffic jam to right below the canyon solves little except better access on those 10-15 high avalanche danger. **(32.2.6.5E)** We need bussing or trains fist to feed people from where they are. **(32.2.2I)** The gondola seems like the last piece of a system if you compare it to how things work in the alps. I let can't be THE system.

COMMENT #: 5866
DATE: 8/12/21 11:39 PM
SOURCE: Website
NAME: Jeremy Steck

COMMENT:

We need to first ask ourselves this question: Do we need more people to be at our ski resorts at the top of Little Cottonwood in the winter time? **(32.1.2B)** To me, it feels like the current traffic jams are a sign that we have reached maximum capacity. **(32.20B)** If you can find a way to put more people in the ski resorts, will this cause overcrowding and make vacationers go elsewhere **(32.20C)** As an avid skier, I can tell you first hand that with the introduction of the IKON pass where a large portion of the country has a few passes to burn at our ski resorts, it has greatly decreased the quality of the skiing experience. This decrease in quality that I'm describing manifests itself in the following ways: the lift lines are long, the food lines are long, there's no parking, and the untracked lines are gone by 10AM. If I was paying airfare, lodging, and all the rest of it to take a ski vacation, I'd head somewhere else beside UT because at the present, the resorts are too full and not worth the money...this will only be worse if we find a way to get more people into our resorts. **(32.20C)**

Another question is, why do we need a transportation solution in Little Cottonwood and not Big Cottonwood? **(32.1.1A)** In the 20/21 ski season, the lion's share of traffic congestion happened in Big Cottonwood and not Little Cottonwood. The main reason for this is that the IKON pass provides a large majority of skiers in the country nearly unlimited passes to Solitude. Perhaps the IKON pass company should be on the hook for helping to pay for some of the transportation solutions being explored and not the tax payers of Utah. **(32.2.7A)** The IKON pass is one of the main causes to the current traffic problems and that company is profiting largely from it. The second reason that the traffic issues were better in Little Cottonwood than Big Cottonwood in the 20/21 season is that Snowbird had a reservation system. This meant if you didn't reserve a spot, you did not enter the canyon. This shows that reservation systems or some sort of apps could be a very effective low cost solution to the traffic in the winter months. **(32.2.2K and 32.2.4A)**

The current traffic solution proposals are very expensive and impactful for just a few weeks per year **(32.1.4D)**. They also destroy some of the potential draw for other users for the rest of the year (rock climbing and hiking). **(32.4A and 32.4B)** There are classic rock climbs that also attract visitors to Utah that will likely be destroyed under either of the current transportation solution proposals. These are resources that can not be replaced once they have been destroyed.

Access to Little Cottonwood for rock climbing is one of the main perks for me living in Utah. If this resource is destroyed for the sake of vacationers, I'm out. Please consider some other solutions to our canyon's traffic issues and please consider both Little and Big in this plan. **(32.2.9A, 32.2.4A, and 32.2.2PP)**

COMMENT #: 5867
DATE: 8/12/21 11:58 PM
SOURCE: Website
NAME: Tanner Lloud

COMMENT:

To follow through on either plan to combat winter traffic in cotton wood canyon, would be to take an action that can never be in done. The canyon as it's stands has taken an unthinkable amount of time to get to where it's at. If we as society choose to undo what Mother Nature has done, we will never get back what she's given us. There is world rebound climbing in that canyon right off the road as it currently stands. **(32.4A and 32.4B)** Tho we have great snow that's only for the winter. The greatness that is provided through this canyon in the spring, summer winter and fall is through rock Climbing and bouldering. Please do not destroy what's been given to us. Cause it will never be given again. **(32.29G)**

COMMENT #: 5868
DATE: 8/13/21 1:24 AM
SOURCE: Website
NAME: Jake Hayward

COMMENT:

A wider road up the canyon scares me. I think it is the fastest way to ruin the special vibe LCC has. 2 lanes going up and down means, even if one is dedicated to buses, means incredible amounts of noise pollution, **(32.11A)** and just general business that would kill what tranquility is left up there. **(32.4I)** The gondola seems to alleviate the issue and encroach on what the canyon is. **(32.2.9D)**

I've also heard people ask "why should we spend all of this money to benefit 2 businesses?" But I've been thinking lately, of course there is the economic benefit of tourism, but if there is enough people wanting to get up the canyon to jam it deep into the valley, is it not the government's duty to provide transportation to all of those people? **(32.1.2D, 32.2.7A, 32.7B, and 32.7C)**

COMMENT #: 5869
DATE: 8/13/21 4:04 AM
SOURCE: Website
NAME: Gareth Simpson

COMMENT:

Protect the environment... no Road!!! (32.29D)

COMMENT #: 5870
DATE: 8/13/21 4:48 AM
SOURCE: Website
NAME: Jacobo Cerezo Revuelta

COMMENT:

<< Firmitas, Utilitas, Venustas >>(32.29D)

COMMENT #: 5871
DATE: 8/13/21 5:10 AM
SOURCE: Website
NAME: Zach Pollack

COMMENT:

No gondola. No extra lane. **(32.2.9C and 32.2.9E)** Make it bus only if you want but part of the magic is the wild and quiet. I don't want overhead cables and cars creaking all day **(32.2.2B and 32.11D)**

COMMENT #: 5872
DATE: 8/13/21 5:44 AM
SOURCE: Website
NAME: Jeff Diiro

COMMENT:

I support the gondola. No added road, net zero emissions. **(32.2.9D and 32.10A)**

COMMENT #: 5873
DATE: 8/13/21 5:50 AM
SOURCE: Website
NAME: James Tierney

COMMENT:

The road up to Alta is the only thing I don't love about Alta. Gondola would make the trip up fun and visually beautiful. **(32.2.9D)**. I do not live in Utah but the trip to Alta is better on a Gondola!

COMMENT #: 5874
DATE: 8/13/21 6:49 AM
SOURCE: Website
NAME: Toby Bellis

COMMENT:

This is a beautiful place that should not be destroyed. Before any permanent, landscape-altering changes are made to Little Cottonwood Canyon, a new alternative based on an expanded bus service coupled with tolling and other traffic mitigation strategies need to be analyzed, and that includes dispersed recreation transit needs. **(32.2.9A, 32.2.4A, 32.1.2C, and 32.2.6.3C)** Proposals that physically and permanently alter Little Cottonwood Canyon should only be considered after less impactful options have been implemented and shown not to be effective. **(32.2.2PP)**

COMMENT #: 5875
DATE: 8/13/21 6:51 AM
SOURCE: Website
NAME: Matt Ellison

COMMENT:

Last year was my first trip to LCC, where I met up with a high school friend that's lived in Cottonwood Heights for 15 years. I witnessed the traffic in the canyon first hand and also listened to my friend and his neighbors speak about how congested it's become in recent years. Admittedly, my opinion comes from my brief experience traveling in/out of LCC to Snowbird/Alta, but I feel like the gondola is a superb solution and treads lightly on such a unique area. **(32.2.9D)**

COMMENT #: 5876
DATE: 8/13/21 7:03 AM
SOURCE: Website
NAME: Paul Ben Of The Zaccardi Family

COMMENT:

i am very much in support of the proposed Gondola system. Any other proposal in my opinion is a waste of taxpayer money and will have an adverse impact on the environment in the canyon. Respectfully submitted . paul-ben of the zaccardi family **(32.2.9D)**

COMMENT #: 5877
DATE: 8/13/21 7:05 AM
SOURCE: Website
NAME: Kim Brown

COMMENT:

I do not support the gondola. **(32.2.9E)** Increase bus use, charge a toll for each car similar to Millcreek Canyon **(32.2.9A and 32.2.4A)**

COMMENT #: 5878
DATE: 8/13/21 7:21 AM
SOURCE: Website
NAME: Margaret Fulenwider

COMMENT:

I like the gondola option, but with only one stop at Snowbird. In lieu of extending the gondola from Snowbird to Alta, I would like to see a new shuttle service from Snowbird to a variety of stops in Alta and down to the White Pine Trailhead. **(32.2.9D, 32.2.6.5R, and 32.2.6.5CCC)**

COMMENT #: 5879
DATE: 8/13/21 8:13 AM
SOURCE: Website
NAME: Mary Hollendoner

COMMENT:

Please consider rock climbing access when you choose how to change the road up LCC! We need various parking lots on the way up, like Gate Buttrass and the Park n Ride, among others. Please do not take this access away from us! Thank you **(32.4A and 32.4B)**

COMMENT #: 5880
DATE: 8/13/21 8:25 AM
SOURCE: Website
NAME: Bradlee Duncan

COMMENT:

The environmental impacts of both the road widening and the gondola are simply far too severe given then scale (or lack thereof) of the problem it's trying to solve. We haven't even really attempted to solve the problem with our current infrastructure. **(32.1.2B)** There is no reason we can't just be smarter about running buses on the existing road today. **(32.2.9A)** I am seriously concerned about widening the road further in a narrow canyon AND I'm equally concerned or possibly even more concerned about the visual noise that gondola towers would add to the beauty of the area. **(32.17A, 32.17B, 32.11A, and 32.11D)** Each tower will need an access road built to it to pour concrete and construct it as well. **(32.2.6.5L)**

The major environmental problem with both of the proposals is that they are grossly premature. There are simple changes we could make today with the existing infrastructure which would satisfy the current capacity easily and which could be implemented nearly immediately. First, make the road a toll road for private vehicles (either by charging for parking at Snowbird/Alta or by doing a true toll road) at certain times of year AND run the buses more frequently while at the same time being more strategic about their routes so they don't all end up full (and passing by frustrated potential riders) when they get near the mouth of the canyon. (3.2.4A, 32.2.9A, and 32.2.6.5N) There are a few (literally like 3-4) days each year where an avalanche may block the road and prevent traffic for 2-6 daytime hours but that is such a minimal problem to have given the scope of the canyon and the skiers at Alta/Snowbird on all other days of the season. **(32.7A)** As a lifelong resident of the Wasatch front and an avid skier, cyclist, hiker, and mountain biker, I urge you to NOT implement either of the two proposals at the current time and revisit them again in 5-15 years after actually making an honest attempt to solve it with the current infrastructure. **(32.2.9C and 32.2.9E)**

COMMENT #: 5881
DATE: 8/13/21 8:53 AM
SOURCE: Website
NAME: Jarreau Smith

COMMENT:

I appreciate all of the work that has gone into this project. Adding a gondola will help eliminate traffic for people to enjoy the mountain faster. It also helps saves on carbon pollution. **(32.2.9D and 32.10A)**

COMMENT #: 5882
DATE: 8/13/21 9:37 AM
SOURCE: Website
NAME: Paul McMullin

COMMENT:

The gondola is a ridiculous solution to the problem. **(32.2.9E)** It destroys pristine, classic climbing areas, to the benefit of two ski resorts. **(32.4B, 32.1.2D, 32.2.7A, 32.7B, and 32.7C).**

As a civil engineer, I find it to be ill conceived, and poorly thought through. There are far better options. **(32.2.2PP)**

COMMENT #: 5883
DATE: 8/13/21 9:54 AM
SOURCE: Website
NAME: Roy Murphy

COMMENT:

The gondola alternative has less environmental impact and is better for weather related traffic congestion and safety. I personally do not want to put my life into the hands of a UTA bus and driver during bad winter conditions. **(32.2.9D)**

COMMENT #: 5884
DATE: 8/13/21 9:58 AM
SOURCE: Website
NAME: Raquel Ellis

COMMENT:

Please please don't put a gondola in our canyon. Consider a bus system like Zion Nat'l park. (32.2.9E and 32.2.2B)

COMMENT #: 5885
DATE: 8/13/21 10:25 AM
SOURCE: Website
NAME: Donna Shattuck

COMMENT:

Whatever option is chosen, Alta and Snowbird should pay for it not taxpayers!(**32.2.7A**) Own school need money, affordable housing needs to be built, that is where tax payer money should go! Let the ski resorts figure out how to crowd their slopes if they want them crowded. Personally it is fine the way it is for me. (**32.1.2B and 32.2.9G**)

COMMENT #: 5886
DATE: 8/13/21 10:52 AM
SOURCE: Website
NAME: Jon Richards

COMMENT:

My two recommendations are:

1. Charge for parking up the canyon. This will encourage car pooling/bus riding **(32.2.2K and 32.2.4A)**
2. Look at a Gondola system that augments the current vehicle option **(32.2.9D)**

COMMENT #: 5887
DATE: 8/13/21 11:29 AM
SOURCE: Website
NAME: Mason Barnhill

COMMENT:

I'd like to see a gondola B in place, I think the environmental impact is important to consider and think the gondola had the potential to bring an enhanced aesthetic of UT roots in outdoor recreation if done correctly **(32.2.9D)**

COMMENT #: 5888
DATE: 8/13/21 11:32 AM
SOURCE: Website
NAME: Greg Fox

COMMENT:

Finally!!! I always wondered why there was not some kind of system in BOTH Little and Big Cottonwood canyons. Having worked at the base of Big Cottonwood years ago, I was extremely familiar with the terrible traffic going up and down at certain times. The tram is brilliant and I truly hope that this reduces the amount of carbon emission in the future. Big fan!!! **(32.2.9D and 32.10A)**

COMMENT #: 5889
DATE: 8/13/21 11:49 AM
SOURCE: Website
NAME: Paige King

COMMENT:

The Gondola plan makes the most sense since it limits the ecological impact and footprint and it can run when the snow is really dumping unlike another lane of traffic. **(32.2.9D)**

COMMENT #: 5890
DATE: 8/13/21 12:21 PM
SOURCE: Website
NAME: Robert Lingstuyl

COMMENT:

Please do NOT install a gondola. **(32.2.9E)** Buses and limiting private traffic (expensive permits, zero 1 person cars for skiers/hikers) is the best option for us all **(32.2.9A and 32.2.4A)**